

- 2 chains from the 3 mile post on the Port Talbot and Garw branch of the Company's railway, measured along the railway in the direction of Garw, and to stop up and extinguish all rights of way over so much of the old road as lies between the Company's fences, a new road and bridge having been substituted therefor.
3. To stop up and abolish in the said parish of Llangynwyd, a level crossing at 4 furlongs 4 chains from the 8 mile post on the Port Talbot and Garw branch of the Company's railway, measured along the railway in the direction of Garw, and a level crossing at 4 furlongs 5½ chains from the said post in the said direction, and a level crossing at 5 furlongs 4½ chains from the said post in the said direction, and to stop up and extinguish all rights of way over so much of the old roads and footpaths leading from Maesteg to Cwm-du colliery as lie between the Company's fences at each of the said level crossings, new roads, and a bridge having been substituted therefor.
 4. To stop up and abolish in the parish of Bettws, in the Urban District of Ogmere and Garw, a level crossing at 2 furlongs 2 chains from the 11 mile post on the Port Talbot and Garw Branch of the Company's railway, measured along the railway in the direction of Garw, and to stop up and extinguish all rights of way over so much of the old road leading from Capelbach to Moelgilafach as lies between the Company's fences, a new road having been substituted therefor.
 5. To stop up and abolish in the said parish of Margam, a level crossing at 0 miles 4 furlongs 2½ chains from the commencement of the railway at Port Talbot, measured along the said railway, and a level crossing at 0 miles 5 furlongs 1 chain from the said commencement, measured along the said railway, and to stop up and extinguish all rights of way over so much of the old road and footpath as lies between the Company's fences at the said respective level crossings, new roads, and bridge having been substituted therefor.
 6. To stop up and abolish in the said parish of Margam, a level crossing at 0 miles 0 furlongs 7 chains from the commencement of the railway at Port Talbot, measured along the said railway, and to stop up and extinguish all rights of way over so much of the road leading from Aberavon to Duffryn as lies between the Company's fences, a new road having been substituted therefor.
 7. To stop up and abolish in the said parish of Margam, a level crossing on the Port Talbot Company's branch line, leading from Dyffryn Junction to Port Talbot Dock at 3 furlongs or thereabouts from the junction of railways at Dyffryn, measured over the railway in a south-westerly direction, and to stop up and extinguish all rights of way over so much of the old road leading from Tircaradoc to Gwar-y-caeau, as lies between the Company's fences.
 8. To stop up and abolish in the parish of Pyle in the Urban District of Margam, a level crossing at or near the point where the Ogmere Valleys Extension Railway joins the Cefn and Pyle branch, and a level crossing at 1 furlong 5 chains measured over the said railway in a westerly direction from the said point, and to stop up and extinguish all rights of way over so much of the old roads leading from Kenfig Hill to Pyle Bridge and Waterhall respectively as lie between the Company's fences, new roads, and bridges having been substituted therefor.
3. To require the Great Western Railway Company, or in default of their so doing within the time prescribed by the Bill, to empower the Company at the cost of the Great Western Railway Company, to construct and maintain all such sidings, approaches, works, and conveniences, and provide, erect, place, maintain, and work all such signals and appliances as are necessary or expedient, in order to adapt the portion of the Garw Branch Railway of the Great Western Railway, situate between Pontycymmer and Blaengarw for passenger traffic, to the satisfaction of the Board of Trade, and to open the same for such traffic, and so as to enable the Company to exercise the running powers for such traffic granted by the Act of 1894.
 4. To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th Section of the Railways Clauses Consolidation Act, 1845, and to authorise them in connection with, and for the purposes of all or any of the said railways and works, to make such alterations in the line, width, and levels of the roads, streets, or ways communicating with the roads, streets, or ways whether already made, diverted, or altered, or intended to be made, diverted, or altered under the powers of the Bill as may be necessary in constructing or maintaining the said railways and works, whether already, or intended to be made, and to deviate from the lines and levels of those railways and works as shown upon the plans and sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.
 5. The Bill will extinguish all rights of way, over, and will or may vest in the Company the site and soil of the portions of roads and footpaths rendered unnecessary, by reason of any diversions thereof, or which are shown on the deposited plans, hereinafter referred to, as already or as intended to be stopped up or diverted, or which are included within the limits of the lands shown on those plans, as intended to be compulsorily taken and which shall be so taken, or which the Company are in any way authorised to stop up, and will, or may provide that every new or diverted, or substituted street, road, or footpath already, or to be constructed, diverted, or substituted under the powers of the Bill, shall be maintained and repaired by the same body or persons, and by the same means as other streets, roads, footpaths or highways, in the parishes, townships or places within which such new diverted or substituted street, road or footpath will be situate, are for the time being legally repairable, or in such other manner as the Bill will or may prescribe, and it will or may also provide, that as respects the said intended railways, the Company shall not be liable under the 46th Section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any turnpike, highway, or public carriage road which is, or shall be, carried over the said railways or any of them, by a bridge or bridges, unless the level of such road be permanently altered, so as to increase the gradient of any part thereof. To prevent any person passing along any existing railways of