

SCHEDULES

SCHEDULE 1

Article 2

SCHEDULED WORKS

Work No. 1—

A railway in the county of Gwynedd, commencing at a junction with the Caernarfon Railway approximately 5 kilometres south of Caernarfon at Dinas, in the community of Llandwnda and extending for some 15 kilometres terminating near the former station at Rhyd Ddu, as shown on the deposited plans, constructed substantially on the formation of the former railway.

Work No. 1a—

An access track near Tryfan Junction, indicated on the deposited plans as Work No. 1a.

Work No. 1b—

A public highway diversion and railway realignment at Tryfan Junction, indicated on the deposited plans as Work No. 1b.

Work No. 1c—

An access track near Betws Garmon, indicated on the deposited plans as Work No. 1c.

Work No. 1d—

A replacement bridge and railway realignment at Betws Garmon, indicated on the deposited plans as Work No. 1d.

Work No. 1e—

An access track near Plas y Nant, indicated on the deposited plans as Work No. 1e.

Work No. 1f—

Deviation of the railway at Rhyd Ddu, indicated on the deposited plans as Work No. 1f.

Work No. 2—

A railway in the county of Gwynedd, commencing at the termination of Work No. 1f and extending for about 19 kilometres and terminating at Porthmadog at, and including, Snowdon Street, constructed substantially on the formation of the former railway.

Work No. 2a—

An access track near Hafod y Llyn, indicated on the deposited plans as Work No. 2a.

Work No. 2b—

An access track near Hafod y Llyn, indicated on the deposited plans as Work No. 2b.

Work No. 3—

A railway commencing at the termination of Work No. 2 at Porthmadog and extending for about one kilometre and terminating at a junction with the Festiniog Railway at Porthmadog, constructed—

- (a) from Snowdon Street and then diverting from the line of the former railway onto the Llyn Bach deviation in a south-westerly direction to the High Street, there turning in a south-easterly direction across the Britannia Bridge; and

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- (b) on the formation of the railway No. 1 authorised by the Festiniog Order as amended by this Order, and terminating at a junction with the said Festiniog Railway 300 metres from the eastern abutment of the said Britannia Bridge.