



CHAPTER cxxxiv.

An Act to empower the North Wales Narrow Gauge Railways Company to improve their railway by extending it to Carnarvon Harbour and by constructing other railways and works and for other purposes. [31st July 1885.] A.D. 1885.

WHEREAS it is expedient that the North Wales Narrow Gauge Railways Company (in this Act called "the Company") be authorised to extend their existing railway to the harbour of Carnarvon and to construct the other railways and to execute the other works in this Act respectively mentioned :

And whereas the existing railway or incline of the Company in the parish of Llandwrog authorised by the North Wales Narrow Gauge Railway Act 1872 (in this Act called the Act of 1872) and therein referred to as Railway No. 6 is owing to its severe gradients and formation and the method of working it capable of being used only for goods and mineral traffic and it is in that and other respects inadequate to meet the requirements of and unsuitable for the district and it is expedient to authorise the Company to construct the Railways Nos. 2 and 3 by this Act authorised in lieu of a part of that railway and to abandon and relinquish so much thereof as will be rendered unnecessary by the construction of the said railways by this Act authorised :

And whereas it is expedient that the Company be authorised to acquire maintain and improve the existing ferry and ferry rights herein-after in this Act described :

And whereas it is expedient that provisions should be made such as are in this Act contained with respect to the making of agreements such as are in this Act mentioned by the Company and the mayor aldermen and burgesses of the borough of Carnarvon and with the trustees of Carnarvon Harbour :

And whereas a receiver has been appointed of the Moel Tryfan undertaking of the Company described in the Act of 1872 and the

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885. Company is unable owing to its present circumstances to raise any capital for the purposes of this Act as part of the capital of the Moel Tryfan undertaking :

And whereas the construction of the railways and works by this Act authorised will be of great benefit to the Moel Tryfan undertaking and in order to enable the Company to raise the capital required for the purposes of this Act it is expedient that the Company be authorised to raise the same as a separate capital :

And whereas it is expedient that other provisions such as are in this Act contained be made :

And whereas plans and sections showing the lines and levels of the proposed railways and works and the lands in or through which the same are intended to be made and a book of reference to those plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands have been deposited with the clerk of the peace for the county of Carnarvon and are herein-after respectively referred to as the deposited plans sections and book of reference :

And whereas the purposes of this Act cannot be effected without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows :—

Short title. **1.** This Act may be cited as the North Wales Narrow Gauge Railways (*Extensions &c.*) Act 1885.

Incorporation of general Acts. **2.** The under-mentioned enactments are except where expressly varied by this Act incorporated with and form part of this Act (namely) :

The Lands Clauses Consolidation Acts 1845 1860 and 1869 as amended by the Lands Clauses (Umpire) Act 1883.

The Railways Clauses Consolidation Act 1845.

The provisions of the Companies Clauses Consolidation Act 1845 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 the non-payment of calls.

The remedies of creditors of the Company against the shareholders.

The borrowing of money by the Company on mortgage.

[48 & 49 VICT.] *North Wales Narrow Gauge Railways* [Ch. cxxxiv.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.

The conversion of borrowed money into capital.

The consolidation of shares into stock.

The general meetings of the Company and the exercise of the right of voting by the shareholders.

The making of dividends.

The giving of notices and the provision to be made for affording access to the special Act by all parties interested.

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.

Part I. (relating to the construction of a railway) of the Railways Clauses Act 1863.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated with this Act have the same respective meanings unless there is something in the subject or context repugnant to such construction and for the purposes of this Act :

Interpreta-
tion of
terms.

The expression "the Moel Tryfan undertaking" means the Moel Tryfan undertaking as described in the Act of 1872 (section 7) :

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

The expression "separate undertaking" means the separate undertaking authorised by this Act :

And for the purposes of this Act the expression "superior courts" or "court of competent jurisdiction" or any other like expression in this Act or any Act wholly or partially incorporated with this Act shall 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.

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 the railways herein-after described with all proper stations sidings wharves approaches works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the said plans and described in the deposited book of reference as may be required for that purpose. The railways herein-before referred to and authorised by this Act will be wholly situate in the county of Carnarvon and are as follows :—

Power to
Company
to make
railways
&c.

A railway (No. 1) three miles and one chain in length commencing in the parish of Llanwnda by a junction with the existing railway of the Company near the Dinas Station of that railway and terminating in the parish of Llanbeblig on the southern

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.

shore of Carnarvon Harbour near the boat-house in the occupation of the Carnarvon Rowing Club.

A railway (No 2) one mile five furlongs and four chains in length wholly in the parish of Llandwrog commencing by a junction with the Bryngwyn Branch Railway of the Company at or near the Bryngwyn Station and terminating at or near the boundary wall of the road leading from Bulch-y-Clyn to Carmel at a point ninety-five yards or thereabouts in a westerly direction from the point where that road joins the main road leading from Rhostryfan to Cilgwyn Common.

A railway (No. 3) three furlongs two chains and four fifths in length wholly in the parish of Llandwrog commencing by a junction with the last described railway at the termination thereof as herein-before described and terminating at or near the Drumhead at the termination of the existing incline of the said Bryngwyn Branch Railway :

Provided that the Company shall not enter upon or take any lands or hereditaments belonging to or vested in the trustees of Carnarvon Harbour outside the limits of deviation shown upon the deposited plans without the previous consent in writing of such trustees.

Company not to take ten houses occupied by persons of labouring class.

5. (1.) The Company shall not under the powers of this Act without the consent of the Local Government Board purchase or acquire in any city borough or other urban sanitary district or in any parish or part of a parish not being within an urban sanitary district ten or more houses which after the passing of this Act have been or on the 15th day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers.

(2.) For the purposes of this section the expression "labouring class" includes mechanics artisans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any of such persons who may be residing with them.

New railways to form a separate undertaking.

6. The railways and works authorised by this Act shall form a separate undertaking herein-after referred to as "the separate undertaking" distinct and apart from the rest of the Moel Tryfan or other undertaking of the Company and the railway and works by this Act authorised shall be called "the Carnarvon and Bryngwyn Extensions" and the capital required for the purposes of such separate

[48 & 49 VICT.] *North Wales Narrow Gauge Railways* [Ch. cxxxiv.]
(*Extensions, &c.*) Act, 1885.

undertaking shall form a separate capital (in this Act referred to as "the separate capital") Provided always that the directors of the Company shall have the working and management of the affairs of the separate undertaking and shall have and exercise all such and the same powers with respect thereto as they have or might have or exercise with respect to the Moel Tryfan undertaking of the Company. A.D. 1885.

7. The Company may subject to the provisions of Part II. of the Companies Clauses Act 1863 and of this Act from time to time raise the separate capital not exceeding in the whole twenty-eight thousand pounds by the issue at their option of new ordinary shares or stock but the Company 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 has been paid in respect thereof. Power to raise separate capital.

8. The amount of any one call to be made on any share created under this Act shall not exceed one fourth of the amount of such share and there shall be an interval of two months at least between every two successive calls and not more than three fourths of the amount of each share shall be called up in any one year. Limit of amount and number of calls.

9. If any money is payable to a holder of shares or stock in the Company who is a minor idiot or lunatic the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company. Receipt clause in case of persons not sui juris.

10. The Company may in respect of the separate capital of twenty-eight thousand pounds which they are by this Act authorised to raise from time to time borrow on mortgage of their separate undertaking any sum not exceeding in the whole nine thousand three hundred pounds and the Company may when seventeen thousand pounds which exceeds the estimated cost of the Railways Nos. 1 2 and 3 by this Act authorised has been issued and accepted and one half of the amount thereof is paid up and Railway No. 1 is open for traffic borrow on mortgage in respect thereof five thousand six hundred pounds and when the remainder of the said separate capital of twenty-eight thousand pounds has been issued and accepted and one half of the amount thereof is paid up the Company may borrow on mortgage the remainder of the said sum of nine thousand three hundred pounds but in no case shall any part of either of the said respective sums be borrowed until shares for so much of the said portion of separate capital as is to be raised by shares have been issued and accepted and one half of such portion is paid up and the Company have proved to the justice who is to Power to borrow on mortgage.

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.

certify under the 40th section of the Companies Clauses Consolidation Act 1845 before he so certifies that shares for the whole of such portion in respect of which such borrowing powers are sought to be exercised as is to be raised by shares have been issued and accepted and that one half of such portion 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 portion of the separate capital as is to be raised 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 or was issued and accepted and paid bonâ fide and are or is held by the persons or corporations to whom the same were or was issued or their executors administrators successors or assigns and also so far as such portion of the said separate capital is raised by shares that such persons or corporations 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.

Appoint-
ment of a
receiver.

11. The mortgagees of the separate undertaking may enforce payment of arrears of interest or principal and interest due on their mortgages by the appointment of a receiver. In order to authorise the appointment of a receiver in respect of arrears of principal the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than one thousand pounds in the whole.

Debenture
stock.

12. The Company may in respect of the separate capital 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 and of all mortgages at any time created and issued or granted by the Company in respect of the separate capital under this or any subsequent Act shall rank pari passu (without respect to the dates of the securities or of the Acts of Parliament or resolutions by which the stock and mortgages were authorised) and shall have priority over all principal moneys secured by such mortgages.

Debenture
stock under
this Act to
affect only
separate
undertaking.

13. The mortgages and debenture stock from time to time created by the Company under this Act shall be charged only upon the net profits applicable to dividend on the separate capital and the terms and conditions upon which any such debenture stock

[48 & 49 VICT.] *North Wales Narrow Gauge Railways* [Ch. cxxxiv.]
(*Extensions, &c.*) Act, 1885.

is created and issued shall be stated on every certificate of such debenture stock. A.D. 1885.

14. The terms and conditions upon which such separate undertaking shall be worked and managed by the Company and the dividends or annual or other sums to be paid to or upon the shares or stock constituting the separate capital out of the gross receipts arising from traffic passing as well upon the separate undertaking as upon the Moel Tryfan undertaking of the Company and the payment to be made in respect of the use of the separate undertaking for the traffic of the Company shall be such as shall be defined and settled before any capital in the separate undertaking is issued by an extraordinary general meeting of the Company duly convened with notice of the object and by the votes of proprietors present in person or by proxy holding at least three fourths of the paid up capital represented at the meeting and the substance of such terms and conditions shall be endorsed upon the certificates of the shares or stock constituting the separate capital of the separate undertaking upon the issue of the same. Terms and conditions of separate undertaking how to be settled.

15. All money raised under this Act whether by shares stock mortgages or debenture stock shall be applied only for purposes authorised by this Act to which capital is properly applicable. Application of money.

16. After the opening of the separate undertaking for public traffic the Company shall work the same and convey traffic thereon in a proper manner. In case any difference shall arise between the Company and any of the holders of mortgages or debenture stock of the separate undertaking or of stock or shares in the separate capital with respect to the working or non-working or insufficient working by the Company of the said undertaking or otherwise in relation thereto whereby the holders of such mortgages or debenture stock or shares or stock deem themselves to be injuriously affected such difference shall be settled by an arbitrator to be appointed by the Board of Trade on the application of either party and such arbitrator shall have full power to settle and determine any such difference and to order the Company to do or to abstain from doing all such acts matters and things as he shall think fit to make such order with respect to the costs of such arbitration as he shall think just. In case the Company makes default in complying with any such order within the time thereby prescribed then and in every such case the Company shall for every such default be liable to a penalty not exceeding five pounds and to a further penalty not exceeding five pounds for every day after the first during which such default shall continue. Such penalty to be carried to the credit of the separate undertaking. Separate undertaking to be worked in an efficient manner.

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.

Mode of
issue of
stock.

17. The capital created and issued for the purposes of the separate undertaking whether raised by means of ordinary shares or stock or by debenture stock or mortgages shall unless the Company otherwise direct be offered for subscription to the ordinary and preference shareholders and B and C debenture stockholders of the Moel Tryfan undertaking of the Company at par value.

As to right
of voting.

18. Shares and stock in the separate undertaking shall not confer on the holders thereof any right of voting or interference at any meeting of the Company on the general affairs of the Company except for the election of directors and in any like matters affecting the holders of shares or stock in the separate undertaking for both which purposes those shareholders and stockholders shall have the same right of voting as the shareholders and stockholders in the Moel Tryfan capital of the Company nor on the other hand shall it be lawful for the holders of shares or stock in the Moel Tryfan capital of the Company to interfere in the construction of the railways by this Act authorised or in the expenditure thereon or in any other matters affecting the railways and works hereby authorised or the management or user thereof.

Exemption
of separate
undertaking
from liabilities
affecting
general and
Moel Tryfan
undertaking.

19. The separate undertaking and the revenues arising therefrom shall not be liable for the principal or interest of any mortgage debenture debt bond debt or other debt charge claim or liability of or against the Company or on any other undertaking of the Company or any part thereof.

Separate
accounts.

20. Separate accounts shall be kept of the capital and revenue of the separate undertaking and of the payments made in respect thereof in the same form and subject to the same conditions as nearly as may be as if the separate undertaking belonged to an independent company.

Repayment
to Moel
Tryfan
undertaking
of money
spent for
purposes of
separate
undertaking.

21. The directors of the Company may from time to time make such provision as to them seems expedient for repayment by the separate undertaking to the Moel Tryfan undertaking of the Company of money expended or to be expended out of the revenue or capital of the Moel Tryfan undertaking for any of the purposes of the separate undertaking.

Power to
merge separate
undertaking in
Moel Tryfan
undertaking.

22. The Company may at any time after the expiration of twenty years from the passing of this Act at an extraordinary general meeting of the Company duly convened with notice of the business to be transacted thereat by the votes of the shareholders or proprietors in the Moel Tryfan undertaking present personally or by proxy holding at least three fourths of the paid up capital of the Moel Tryfan undertaking represented at such meeting pass a resolution

that so much of the separate undertaking as consists of the Railways No. 2 and No. 3 by this Act authorised and so much of the separate capital as relates to those railways shall be merged in the Moel Tryfan undertaking of the Company and thereupon such parts of the separate undertaking and so much of the separate capital as relates thereto shall be so merged accordingly subject to such terms and conditions as may be specified in such resolution.

In order to provide for the merger referred to in this section being hereafter effected the capital expended upon the Railways No. 2 and No. 3 shall be kept separate from the remainder of the separate capital and separate accounts shall be kept of such portion of the separate capital and of the revenue arising from the Railways No. 2 and No. 3 and section 7 (power to raise separate capital) and section 20 (separate accounts) shall be read and have effect accordingly.

23. The Company shall so long as the Railways Nos. 2 and 3 by this Act authorised remain part of the separate undertaking from the revenue to be received by them from the separate undertaking pay or carry to the account of the Moel Tryfan undertaking half yearly in respect of the half year ending the thirtieth day of June and the thirty-first day of December in every year after the opening for traffic of the Railways No. 2 and No. 3 by this Act authorised a sum equal to the present average amount of the half yearly net receipts of the Company for the last three years preceding the thirtieth day of June 1885 derived by them from that part of the existing railway or incline by this Act authorised to be relinquished or discontinued.

Providing for payment by separate undertaking to Moel Tryfan undertaking in respect of net receipts of portion of incline abandoned.

24. The Company may apply to the purposes of this Act to which capital is properly applicable any money which they have raised or which they may have power to raise by virtue of any Acts relating to the Moel Tryfan undertaking of the Company and which may not be required for the purpose to which it is by any such Act made specially applicable.

Power to apply corporate funds to purposes of Act.

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

Period for compulsory purchase of lands.

26. The Company may in constructing the railways and works aforesaid deviate from the lines thereof respectively to the extent of the limits of deviation marked on the deposited plans and they may deviate from the levels of the said railways and works as shown upon the deposited sections to any extent not exceeding five feet: Provided that no deviation shall be made below high water mark from the lines and levels shown on the deposited plans without the consent in writing of the Board of Trade.

Power to deviate

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 Vict.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.
Period for
completion
of railways.

27. If the railways and works authorised by this Act 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 said railways and works or otherwise in relation thereto shall cease to be exercised except as to so much thereof respectively as is then completed.

For the
protection
of the
London and
North-
western
Railway
Company.

28. The following provisions for the protection of the London and North-western Railway Company (in this section called the North-western Company) shall unless otherwise agreed between the Company and the North-western Company apply and have effect :

1. The Company shall construct the portion of Railway No. 1 where the same is intended to pass under the Carnarvonshire Railway of the North-western Company in such line and at such levels within the limits of deviation shown on the deposited plans and sections and prescribed by this Act as shall be approved by Francis Stevenson or other the principal engineer for the time being of the North-western Company (in this section called "the said principal engineer") and so as to leave undisturbed at all times the lines of railway of the Carnarvonshire Railway and so as in no way to obstruct impede or interfere with the free and uninterrupted and safe use of the said railway of the North-western Company or with the traffic thereon and if any such obstruction or interference shall be caused or take place the Company shall pay to the North-western Company full compensation in respect thereof to be recovered with full costs in any court of competent jurisdiction.
2. The Company shall where the said Railway No. 1 is intended to pass under the said railway of the North-western Company construct a wrought iron girder bridge with wrought iron flooring such bridge to be not less than 25 feet in width between the parapets measured on the square.
3. The Company shall construct the said portion of Railway No. 1 and all the works both temporary and permanent necessary and incident to the construction thereof affecting the property and works of the North-western Company in accordance with the provisions of this section and according to plans sections and specifications and of such quality and strength of materials and in every other respect as shall be previously submitted to and reasonably approved in writing by the said principal engineer and the Company shall not

commence the construction of the said Railway No. 1 or enter upon or interfere with any land work or property belonging to or used by the North-western Company until such plans sections and specifications have been so submitted and approved. Provided always that if the said principal engineer shall for the period of one month neglect or refuse to approve such plans sections or specifications or shall disapprove the same then the said portion of Railway No. 1 and the said works shall be constructed according to plans sections and specifications to be submitted to and approved (subject however to the special provisions of this section) by an engineer to be agreed upon or in default of agreement to be appointed at the request of either the Company or the North-western Company by the President for the time being of the Institution of Civil Engineers.

4. The said portion of Railway No. 1 and all works necessary or incident to the construction thereof or affecting the property or works of the North-western Company shall be executed by and in all things at the expense of the Company and under the superintendence and to the satisfaction of the said principal engineer.
5. The Company shall not (except with the previous consent of the North-western Company under their common seal) purchase or acquire any lands or property of the North-western Company but the Company may purchase or take and the North-western Company shall sell and grant accordingly an easement or right of using so much of the lands and works of the latter Company as may be necessary for the construction of the said Railway No. 1 under the said Carnarvonshire Railway in accordance with the provisions of this section.
6. During the construction of the said portion of Railway No. 1 under across adjoining and near to or affecting the Carnarvonshire Railway property and works of the North-western Company the Company shall bear and on demand pay to that company all expenses of employment by them of a sufficient number of inspectors or watchmen to be appointed by that company for watching the Carnarvonshire Railway and the works thereof with reference to and during the execution of the intended works and for preventing as far as may be all interference obstruction danger and accident which may arise from any of the operations or from the acts or defaults of the Company or their contractors or any person or persons in the employment of the Company or their contractors with reference thereto or otherwise.

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.

7. The Company shall at all times maintain the said Railway No. 1 and all the works connected therewith and incident thereto by which the said railway shall be carried under across and adjoining the Carnarvonshire Railway and works of the North-western Company in substantial repair and good order to the reasonable satisfaction in all respects of the said principal engineer and if and whenever the Company fail so to do the North-western Company may make and do in and upon as well the lands of the Company as their own lands all such works repairs and things as they may reasonably think requisite in that behalf and the sum from time to time certified by the said principal engineer to be the reasonable amount of such expenditure shall be repaid to the North-western Company by the Company and in default may be recovered by them from the Company with full costs in any court of competent jurisdiction.
8. Notwithstanding anything in this Act contained the Company shall be responsible for and make good to the North-western Company all costs losses damages and expenses which may be occasioned to that company or to their Carnarvonshire Railway and works or property or to the traffic thereon or otherwise by reason of the execution or failure of the Company's railway or the works in connexion therewith or of any act or omission of the Company or of any of the persons in their employ or of their contractors or others and the Company will effectually indemnify and hold harmless the North-western Company from all claims and demands upon or against them by reason of such execution or failure and of such act or omission.
9. The Company and the North-western Company may agree for any variation or alteration in the works in this section provided for or in the manner in which the same shall be executed.
10. Nothing in this Act contained shall extend to prejudice alter or take away any of the rights privileges or powers of the North-western Company otherwise than is herein expressly provided.
11. Any dispute or difference which may arise under this section shall be determined by an engineer to be mutually agreed upon and appointed by the Company and the North-western Company or failing agreement to be appointed by the President for the time being of the Institution of Civil Engineers on the application of either company.

A.D. 1885.

29. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 shall not exceed one acre.

Lands for extraordinary purposes.

30. 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 to the Company any easement right or privilege not being an easement of water required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants easements rights and privileges as aforesaid respectively.

Power to owners to grant easements to Company.

31. It shall be lawful for the Commissioners for the time being of Her Majesty's Woods Forests and Land Revenues or either of them or any grantees lessees or tenants under the Crown with the consent of the said Commissioners or Commissioner at their own expense to make and maintain use and enjoy from time to time such and so many sidings and junctions from and with the Railways Nos. 2 and 3 or either of them to communicate with any Crown land or any roads tramways works quarries or mines thereon or therein as the said Commissioners or Commissioner shall think reasonable one month's notice in writing being in every case given to the Company or left at the Company's office before any such siding or junction is constructed: Provided that no such siding or junction shall be made so as to prevent or obstruct the working or using of the railways and that all works in relation to such sidings or junctions on land belonging to or in the occupation of the Company shall if the Company require be executed by the Company at the cost of the person or persons requiring the same and in case any dispute shall arise as to the construction or maintenance use or enjoyment of any such siding or junction or otherwise in relation thereto every such dispute shall be settled by an engineer to be from time to time appointed by the President of the Institute of Civil Engineers for the time being and the award of such engineer as to the subject matter of the dispute and the expenses of the reference and award shall be final.

Commissioners of Woods &c. may make sidings and junctions &c.

32. The agreement between the Queen's most Excellent Majesty of the first part George Culley Esquire of the second part and the Company of the third part set forth in the schedule to this Act is hereby confirmed and the said George Culley or other the Commissioner or Commissioners of Her Majesty's Woods Forests and Land Revenues therein mentioned is or are hereby empowered to grant

Confirmation of Crown agreement and saving the rights of the Crown.

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways [48 & 49 VICT.]
(Extensions, &c.) Act, 1885.*

A.D. 1885. the lease therein agreed to be granted and to carry out and give full effect to such agreement and the same shall be binding and valid as between the Queen's most Excellent Majesty Her heirs and successors and the Company and except as provided in such agreement nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any land or hereditaments or any rights of whatsoever description belonging to the Queen's most Excellent Majesty in right of Her Crown and under the management of the Commissioners of Her Majesty's Woods Forests and Land Revenues or either of them without the consent in writing of the same Commissioners or one of them on behalf of Her Majesty first had and obtained for that purpose (which consent such Commissioners are hereby respectively authorised to give) nor to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty Her heirs or successors.

Gauge of railways.

33. The railways by this Act authorised shall be made maintained and worked on a gauge of two feet Provided that it shall be lawful for the Company at any time hereafter with the previous approval of the Board of Trade to increase the gauge of the railways or any of them or any part or parts thereof respectively from two feet to any gauge not exceeding four feet eight inches and a half.

Limiting quantity of common land to be taken.

34. Notwithstanding anything in this Act or in the deposited plans the Company shall not purchase and take any greater quantity of the common known as Voel (otherwise Moel) Tryfan Common in the said parish of Llandwrog than five acres nor of the common known as Cim Common in the same parish than one rood.

Inclination of roads.

35. 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.
RAILWAY No. 2.			
10	Llandwrog	Public Road	1 in 10
17	Same	Public Road	1 in 9·7
21	Same	Public Road	1 in 9·7
83A	Same	Public Road	1 in 9
RAILWAY No. 3.			
45	Llandwrog	Public Road	1 in 16½.

Provided that such inclinations when altered shall not in any case exceed the present inclinations. A.D. 1885.

36. The Company may relinquish or abandon and discontinue the maintenance and use of so much of the existing railway or incline in the said parish of Llandwrog and referred to in the Act of 1872 as Railway No. 6 as may be rendered unnecessary by the construction of the Railways Nos. 2 and 3 by this Act authorised. Abandonment of part of railway.

37. Whereas pursuant to the standing orders of both Houses of Parliament and to an Act of the ninth year of the reign of Her present Majesty chapter 20 a sum of eight hundred and twenty pounds being five per centum upon the amount of the estimate in respect of the railways by this Act authorised has been deposited with the Paymaster General for and on behalf of the Supreme Court of Judicature in England in respect of the application to Parliament for this Act which sum is referred to in this Act as the deposit fund be it enacted that notwithstanding anything contained in the said Act the said deposit fund shall not be paid or transferred to or on the application of the persons or person or the majority of the persons named in the warrant or order issued in pursuance of the said Act or the survivors or survivor of them which persons survivors or survivor are or is in this Act referred to as the depositors unless the Company shall previously to the expiration of the period limited by this Act for the completion of the railways open the same for the public conveyance of passengers Provided that if within such period as aforesaid the Company open any portion of the railways for the public conveyance of passengers then on the production of a certificate of the Board of Trade specifying the length of the portion of the railways opened as aforesaid and the portion of the deposit fund which bears to the whole of the deposit fund the same proportion as the length of the railways so opened bears to the entire length of the railways the Chancery Division of the High Court of Justice in England shall on the application of the depositors or the majority of them order the portion of the deposit fund specified in the certificate to be paid or transferred to them or as they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of this Act having passed anything in the above-mentioned Act to the contrary notwithstanding. Deposit money not to be repaid except so far as railways are opened.

38. If the Company do not previously to the expiration of the period limited for the completion of the railways complete the same and open them for the public conveyance of passengers then and in every such Application of deposit.

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.

case the deposit fund or so much thereof as shall not have been paid to the depositors shall be applicable and after due notice in the "London Gazette" shall be applied towards compensating any land-owners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railways or any of them or any portion thereof or who 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 has 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 in England may seem fit and if no such compensation is payable or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the deposit fund or such portion thereof as may not be required as aforesaid shall either be forfeited to Her Majesty and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the 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 Chancery Division if the Company be insolvent and has been ordered to be wound up or a receiver of the separate undertaking has been appointed shall wholly or in part be transferred to such receiver or to the liquidator or liquidators of the Company or be otherwise applied as part of the assets of the separate undertaking of the Company for the benefit of the creditors thereof provided that until the deposit fund has been repaid to the depositors or has become otherwise applicable as hereinbefore mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

Railways to form part of railways of Company.

39. Subject to the provisions of this Act the railways authorised by this Act shall for the purpose of levying tolls fares rates and charges be deemed to be part of the railways constituting the Moel Tryfan undertaking of the Company as authorised by the Act of 1872.

Power to make agreements with Corporation of Carnarvon and harbour trustees.

40. The Company may make and carry into effect and from time to time alter vary and rescind agreements with the mayor aldermen and burgesses of the borough of Carnarvon and the trustees of Carnarvon Harbour or either of those bodies for or with respect to the sale or lease to and the purchase or lease by the Company of any lands buildings and hereditaments not exceeding ten acres and

belonging to or vested in the said trustees and which the Company may require for any of the purposes of this Act and the Company may upon any lands and hereditaments so purchased or leased by them construct and maintain the said Railway No. 1 or any part thereof with all necessary and convenient quays wharves warehouses buildings stages cranes approaches and other works and conveniences.

A.D. 1885.

41. The Company on the one hand and the mayor aldermen and burgesses of the borough of Carnarvon and the trustees of Carnarvon Harbour or either of them on the other hand may enter into and carry into effect and alter and rescind contracts and agreements with reference to the contribution or subscription by the Company of any sum or sums of money towards the cost of constructing a bridge with all necessary approaches and works in the parish of Llanbeblig across the River Seiont at such point as may be agreed on between the Company and the trustees: Provided that the total amount of any such contribution or subscription by the Company shall not exceed the sum of five thousand pounds.

Authorising agreements as to construction of bridge at Carnarvon and power to subscribe to same.

42. The Company may purchase on such terms as may be agreed on the existing ferry across the river in Carnarvon Harbour belonging or reputed to belong to Rice Thomas and all rights and privileges relating to the same and the Company may make such improvements therein as they may think fit:

Power to purchase ferry by agreement.

Provided always that officers of Her Majesty's Customs in the execution of their duty may at all times freely pass and repass over the said ferry without payment of any rate or toll for so doing:

Provided always that within three months from the date of any such purchase the Company shall produce to the Commissioners of Inland Revenue a deed of conveyance duly stamped in which the purchase money or consideration for the sale to the Company shall be fully and truly stated and set forth and in default of such production the ad valorem stamp duty with interest thereon at the rate of five pounds per centum per annum from the date of the purchase to the date of payment shall be recoverable from the Company with full costs of suit and all costs and charges attending the same.

43. For the protection of Rice William Thomas and his successors in title (all of whom are herein-after included in the designation the owner) of the lands called Coed Helen in the county of Carnarvon the following provisions shall (unless otherwise agreed

For the protection of Rice William Thomas.

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885. — between the owner or any person duly authorised acting on behalf of the owner and the Company) have effect that is to say :—

1. The elevation of any stations or other buildings erected on the land of the owner or on any part of the south side of Carnarvon Harbour or the River Seiont shall be of such reasonably ornamental character as the owner shall require.
2. The Company shall at any time at the expense of the owner in all things including the necessary land therefor if any not belonging to the Company erect and make such bridges passages or other accommodation works over or under the railway as the owner may reasonably require in addition to any accommodation works to which he may be entitled under the provisions of the Railways Clauses Consolidation Act 1845 but before the Company erect or make any such bridge passage or other accommodation work the owner shall if required by the Company so to do pay the cost and expense thereof as estimated by the Company's engineer for the time being and such bridges passages or other accommodation shall at all times be maintained by the Company at the expense of the owner who shall from time to time forthwith on request pay the Company the cost of such maintenance and in default of such payment the Company may recover the same from the owner with full costs in any court of competent jurisdiction.
3. Nothing in this Act shall prejudice either the rights and powers of the owner with respect to the ferry belonging to the owner or to the claims if any of the owner with respect to the foreshore adjoining his land.
4. All differences which may arise under the provisions of this section shall be determined by a civil engineer to be nominated by the President for the time being of the Institute of Civil Engineers on the request of either party whose decision shall be final and binding on the parties in difference.

Saving rights of the Crown in the foreshore.

44. Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any portion of the shore or bed of the sea or of any river channel creek bay or estuary or any right in respect thereof belonging to the Queen's most Excellent Majesty in right of Her Crown and under the management of the Board of Trade without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give) neither shall anything in this Act contained extend to take away prejudice diminish or alter any of the estates rights

[48 & 49 VICT.] *North Wales Narrow Gauge Railways* [Ch. cxxxiv.]
(*Extensions, &c.*) Act, 1885.

privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty Her heirs or successors. A.D. 1885.

45. No interest or dividend shall be paid out of any share or loan capital which the Company are by this or any other Act authorised to raise 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 Company 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. Interest on calls not to be paid out of capital.

46. The Company 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 to any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking. Deposits for future Bills not to be paid out of capital.

47. The books tables or other documents in use for the time being containing the general classification of goods carried by goods or merchandise train on the railways of the Company shall during all reasonable hours be open to the inspection of any person without the payment of any fee at every station at which goods or merchandise are received for transmission and such books tables or other documents as annually revised shall be kept on sale at the principal office of the Company at a price not exceeding one shilling. Classification table to be open for inspection; copies to be sold.

The Company shall within one week after application in writing made to the secretary of the Company by any person interested in the carriage of any goods which have been or are intended to be carried over the railways render an account to the person so applying in which the charge made or claimed by the Company for the carriage of such goods shall be divided and the charge for conveyance over the railways shall be distinguished from the terminal charges if any and if any terminal charge is included in such account the nature and detail of the terminal expenses in respect of which it is made shall be specified. Terminal charges if any to be specified on application.

If the Company fail to comply with the provisions of this section they shall for each offence and in the case of a continuing offence for every day during which the offence continues be liable to a penalty not exceeding five pounds which penalty shall be recovered and applied in the same manner as penalties imposed by the Regulation of Railways Act 1873 section 14. Penalty.

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.
Provisions
as to general
Railway
Acts.

48. Nothing in this Act shall exempt the Company or their railways from the provisions of any general Act relating to railways or the better and 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 authorised maximum rates of fares and charges or of the rates for small parcels.

Costs of
Act.

49. 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.

The SCHEDULE.

ARTICLES OF AGREEMENT made the twenty-fourth day of June 1885 between THE QUEEN'S MOST EXCELLENT MAJESTY of the first part GEORGE CULLEY Esquire the Commissioner of Her Majesty's Woods Forests and Land Revenues in charge of the land revenues of the Crown in Wales of the second part and THE NORTH WALES NARROW GAUGE RAILWAYS COMPANY a Company incorporated by Act of Parliament and herein-after called "the Company" of the third part.

WHEREAS in pursuance and in exercise of the powers conferred upon them by the North Wales Narrow Gauge Railways Act 1872 the Company have constructed as part of their Railway No. 6 by that Act authorised in the parish of Llandwrog in the county of Carnarvon an incline commencing at or near the Bryngwyn station on the Company's Bryngwyn branch line of railway and terminating at the Drumhead at the top of the said incline and which said incline is herein-after referred to as the said incline And whereas the Company have applied to Parliament for an Act under the short title of the North Wales Narrow Gauge Railways (Extensions &c.) Act 1885 to enable them amongst other things to make and maintain in the lines and according to the levels shown on certain plans and sections deposited with the clerk of the peace for the county of Carnarvon two railways (herein-after referred to as "the new railways") wholly in the said parish of Llandwrog one of such railways commencing by a junction with the said Bryngwyn Branch Railway at or near the Bryngwyn station aforesaid and terminating at or near the boundary wall of the road

[48 & 49 VICT.] *North Wales Narrow Gauge Railways* [Ch. cxxxiv.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.

leading from Bwlch-y-Llyn to Carmel at a point ninety-five yards or thereabouts in a westerly direction from the point where that road joins the main road leading from Rhostryfan to Cilgwyn Common and the other of such railways commencing by a junction with the last-mentioned railway at the termination thereof and terminating at or near the before-mentioned Drumhead at the termination of the said incline and to make and maintain all proper stations sidings wharves approaches works and conveniences connected therewith and to enter upon take and use such of the lands delineated on the said deposited plans and described in the book of reference also deposited in manner aforesaid as may be required for that purpose And also to empower the Company to relinquish or abandon and discontinue the maintenance and use of so much of the said Railway No. 6 as may be rendered unnecessary by the construction of the new railways And whereas for the purposes of the new railways the Company will require to enter upon take and use certain lands in the said parish of Llandwrog now belonging to Her Majesty in right of Her Crown subject to certain leases or tenancies and to certain rights affecting the same or parts thereof And whereas the situation and extent of the lands belonging to Her Majesty as before mentioned which will probably be required by the Company for the purposes aforesaid are approximately shown upon the plan attached hereto and thereon coloured red and such lands contain altogether about 4a. 2r. 10p. And whereas the said incline is used solely or chiefly for mineral and goods traffic to and from certain quarries and premises belonging to Her Majesty and now held under certain leases or arrangements from or with the Crown: Now these presents witness and the Company do hereby for themselves their successors and assigns covenant and agree with Her Majesty Her heirs and successors and the said George Culley as such Commissioner as aforesaid doth on behalf of Her Majesty hereby covenant and agree with the Company their successors and assigns in manner following that is to say:—

1. This agreement shall not (except as regards the 9th clause hereof) have any force or validity unless the said Act applied for as aforesaid with such alterations as may be sanctioned by Parliament become an Act of Parliament in the present session and shall empower the Company to construct the new railways and shall confirm this agreement.

2. The Company shall not enter upon or interfere with any land in which Her Majesty is interested unless or until a consent in writing for that purpose is given by the said George Culley or other the Commissioner or Commissioners of Her Majesty's Woods Forests and Land Revenues for the time being in charge of the land revenues of the Crown in Wales herein-after referred to as "the said Commissioner or Commissioners."

3. The Company shall not in making or constructing using or working the new railways or either of them cause any unnecessary or avoidable damage or injury to any lands or possessions belonging to Her Majesty adjoining any part of the premises coloured red on the said plan and they shall make full compensation to Her Majesty Her heirs and successors for all damage or injury which may be caused to such lands and possessions or any of them or any part thereof in or by reason of the making or constructing the new railways or either of them the amount of such compensation being in case of difference settled by an independent surveyor to be from time to time appointed by the said Commissioner or Commissioners.

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.

4. The Company shall when required by the said Commissioner or Commissioners so to do and within such time as may be limited by him or them make form and complete and thereafter maintain all such bridges crossings roads gates approaches drains and other works as the said Commissioner or Commissioners may require over under across or in connexion with or which may in the opinion of the said Commissioner or Commissioners be rendered necessary in consequence of the construction of the new railways or either of them for the benefit of the lands and premises belonging to Her Majesty in the vicinity or for preserving the means of communication with or between such lands and premises and all such works matters and things shall be done and executed to the satisfaction in all things of the said Commissioner or Commissioners.

5. Upon the new railways being completed and the several works aforesaid done and executed to the satisfaction aforesaid and upon all moneys then payable to Her Majesty Her heirs or successors under this agreement being paid the said Commissioner or Commissioners will grant to the Company their successors and assigns a lease of the interest of Her Majesty in so much and such parts of the pieces of land coloured red on the said plan as may be required for the construction and maintenance of the new railways or either of them for the term of 998 years from the 10th day of October 1885 at the yearly rent of £5 such rent to commence from the date on which the Company shall first enter upon the said lands or any part thereof and in the form of the draft lease which has been signed by James C. Russell on behalf of the Company and deposited in the office of the Commissioners of Her Majesty's Woods Forests and Land Revenues Provided always that if in the course of construction of the new railways or either of them it shall be necessary or expedient for the Company to deviate within the limits of deviation shown upon the said deposited plans from the centre lines also shown upon the said deposited plans for the new railways respectively and for that or for any other purpose in connexion with the construction of the new railways or either of them and to enter upon take and use any other lands or premises belonging to Her Majesty either in substitution for or in addition to the lands delineated and coloured red on the said plan or any part or parts thereof then and in such case if the said Commissioner or Commissioners shall consent thereto in writing the Company may make such deviation within the limits of deviation aforesaid and enter upon take and use such other lands and premises and the premises to be comprised in the lease herein-before agreed to be granted shall be varied accordingly and in the event of any such variation the yearly rent to be reserved by the said lease shall be the said sum of £5 for any quantity of land not exceeding the quantity of that coloured red on the said plan attached hereto and the further sum of £1 per annum for every acre or part of an acre of land over and above such quantity such additional rent if any to commence from such one of the half yearly days for payment of rent mentioned in the said form of lease which shall happen next after any such additional land shall have been entered upon taken or used.

6. The Company shall accept such lease and shall execute the same and a duplicate thereof when required so to do and shall during the period which may elapse between the date of the entry as aforesaid of the Company upon the said lands and the grant of such lease perform and keep all and every the covenants and agreements contained in the said form of lease so far as the same may be

[48 & 49 VICT.] *North Wales Narrow Gauge Railways* [Ch. cxxxiv.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885.

capable of being performed in like manner in all respects as they would be bound to do in case a lease in such form had been actually granted to them and shall during the said period pay to Her Majesty Her heirs and successors at the times and in manner in the said form of lease mentioned the yearly rent for the time being payable in pursuance of the provisions of this agreement and the Company shall also during the same period pay all rates taxes and other assessments whatsoever payable in respect of the land to be comprised in the said lease.

7. The Company shall not require any title to be shown to the land comprised in the said lease.

8. The Company shall not at any time and notwithstanding anything to be contained in the Act applied for as aforesaid demand or seek to recover from Her Majesty Her heirs or successors or the lessees tenants or other the owners or occupiers for the time being of the before-mentioned quarries and premises belonging to Her Majesty or of any other quarries or works that may hereafter be opened or worked upon any land or premises now belonging or that may hereafter belong to Her Majesty Her heirs or successors for the use of the new Railways Nos. 2 and 3 by this Act authorised over their entire length or over any part or parts thereof (including the use of waggons and locomotive power terminal charges and every other expense incidental to any such user) any sum charge or payment whatsoever in respect of mineral and goods traffic from or to any of the before-mentioned quarries greater than or in excess of the sum charge or payment which the Company under the North Wales Narrow Gauge Railways Act 1872 are now entitled to demand in respect of such traffic for the use (including as aforesaid) of the said incline.

9. All costs charges and expenses which have been or which may be incurred by Her Majesty Her heirs or successors or the said Commissioner or Commissioners (including the charges of any engineer or surveyor employed or that may be employed by her him or them) in relation to any of the matters herein-before mentioned or in any manner relating to the works of the Company or consequent upon the application for and passing of the said Act applied for as aforesaid and also the official charges of £5 5s. 0d. for this agreement and of £10 10s. 0d. for the said lease shall be paid by the Company on demand.

10. Notwithstanding anything herein contained the said Commissioner or Commissioners may continue to exercise his or their powers of leasing sale and management of the said lands herein-before agreed to be leased or any part thereof as he or they may consider expedient until the same shall have been actually entered upon by the Company.

11. In case the Company shall make default in the performance of all or any of the covenants on their part herein-before contained it shall be lawful for Her Majesty Her heirs and successors and for the said Commissioner or Commissioners to enter into and upon and retain possession of the lands belonging to Her Majesty which may have been entered upon taken or used by the Company and of all such works and materials as may then be found thereon for the absolute use of Her Majesty Her heirs and successors and thereupon this agreement except clause 9 hereof shall become void.

12. Nothing in this agreement contained shall be construed into a demise at law of any land or premises belonging to Her Majesty so as to vest any estate

[Ch. cxxxiv.] *North Wales Narrow Gauge Railways* [48 & 49 VICT.]
(*Extensions, &c.*) Act, 1885.

A.D. 1885. or interest therein in the Company but the Company shall only have a right subject as herein-before mentioned to enter on such land or premises for the purpose of performing this agreement.

13. Provided that in the event of the said railways being constituted by the Company a separate undertaking as provided by the said intended Act the rights and remedies of the Crown under this agreement and the intended lease shall extend to the assets of such separate undertaking only.

14. This agreement shall be subject so far as regards the engagements entered into by the said George Culley to the approval of the Lords Commissioners of Her Majesty's Treasury.

In witness whereof the said George Culley has hereunto set his hand and seal and the Company have caused their common seal to be hereunto affixed the day and year first above written.

Signed sealed and delivered by the
above-named George Culley in the
presence of

GEO. CULLEY.

J. RUSSELL SOWRAY
Office of Woods &c.
Whitehall Place.

The seal of the North Wales Narrow
Gauge Railways Company was
affixed hereto by

J. C. RUSSELL
Chairman.

