CHAPTER clxxxii.

An Act to enable the Dublin Wicklow and Wexford Railway Company to construct in the City of Dublin connecting Railways between Westland Row Terminus and the Railways of the Great Northern Railway (Ireland) and the Midland Great Western Railway (Ireland) on the north side of the River Liffey to be called the City of Dublin Junction Railways and for other purposes. A.D. 1884.

[28th July 1884.]

WHEREAS the construction of railways in the city of Dublin between the Westland Row Terminus of the Kingstown portion of the railways of the Dublin Wicklow and Wexford Railway Company (in this Act called "the Company") and the railways of the Great Northern Railway Company (Ireland) and the Midland Great Western Railway Ireland Company on the north side of the River Liffey would connect all the main lines of railway in Dublin and would be of local and public advantage:

And whereas it is expedient that the Company be empowered to construct such railways as a separate undertaking with a separate and distinct capital proprietary and borrowing powers:

And whereas it is expedient that the Company should be enabled to raise capital and that the Company and the companies hereinafter specified should be enabled to grant guarantees for the purpose of the said railways in manner herein-after provided:

And whereas it is expedient that the Company and the several companies herein-after specified should be empowered to enter into working and other agreements with reference to the said intended railways and to their undertakings in manner herein-after provided:

And whereas plans and sections of the railways by this Act authorised and books of reference to those plans containing the names of the owners or reputed owners lessees or reputed lessees and of the occupiers of all lands required or which may be taken for the purposes or under the powers of this Act have been

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deposited with the clerk of the peace of the county of the city of Dublin and with the clerk of the peace of the county of Dublin (which plans and sections and books of reference are in this Act referred to as "the deposited plans sections and books of reference" respectively):

And whereas the several 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 for all purposes as the Dublin Wicklow and Wexford Railway (City of Dublin Junction Railways) Act 1884.

Interpretation.

2. In this Act unless the context otherwise requires the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings and in this Act unless the context otherwise requires the expression "the Company" means the Dublin Wicklow and Wexford Railway Company the expression "the railways" or "the City of Dublin Junction Railways" or "the separate undertaking" means the railways by this Act authorised to be made the expressions "the undertaking" or "the undertaking of the Company" mean the undertaking of the Company other than the separate undertaking "the Corporation" means the Right Honourable the Lord Mayor Aldermen and Burgesses of the City of Dublin.

Incorporation of general Acts.

3. The following Acts and parts of Acts are except where expressly varied by or inconsistent with this Act incorporated with and form part of this Act (that is to say):—

The Lands Clauses Consolidation Act 1845 and the Lands Clauses Consolidation Acts Amendment Act 1860 as amended by the Railways Acts (Ireland) 1851 1860 and 1864 and the Railways Traverse Act;

The Railways Clauses Consolidation Act 1845;

Part I (relating to construction of a railway) and Part III (relating to working agreements) of the Railways Clauses Act 1863;

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 non-payment of calls;
The remedies of creditors of the Company against shareholders;
The borrowing of money;
The conversion of the borrowed money into capital;
The consolidation of shares into stock;
The provision to be made for affording access to the special Act by all parties interested; and
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.

As to deposit of plans with clerks of unions.

4. With reference to this Act all the provisions of sections 7 8 and 9 of the Railways Clauses Consolidation Act 1845 shall be read and construed as if the expression "clerks of the unions within which such parishes are included in Ireland" or the words "clerks of the unions" (as the case may be) had been used and inserted in such sections in lieu of the expression "the postmasters of the post towns in or nearest to such parishes in Ireland" or in lieu of the word "postmaster" (as the case may be).

Power to make works.

5. Subject to the provisions of this Act the Company may make and maintain in the line and according to the levels shown on the deposited plans and sections the railways herein-after described with all proper stations sidings and approaches 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 books of reference as may be required for those purposes the railways and works herein-before referred to and authorised by this Act are;

1. A railway seven furlongs seven chains and sixteen yards in length or thereabouts (herein-after called Railway No. 1) being an extension of the Dublin Wicklow and Wexford Railway (Dublin and Kingstown portion) commencing in the passenger shed of the Westland Row Terminus of the Company in the parish of Saint Mark's in the city of Dublin at a point in the said passenger shed 56 feet or thereabouts distant from the south-eastern face of the range of new offices on the Great Brunswick Street side of the said terminus and 80 feet or thereabouts distant from the north-west face of the old offices of the said terminus in Westland Row proceeding in a northerly direction and crossing the River Liffey by a bridge and terminating by a junction with the railway of the Great Northern Railway

Company (Ireland) at a point thereon distant in a south-westerly direction 70 feet or thereabouts from the centre of the bridge which carries the said Great Northern Railway (Ireland) over the portion of the North Circular Road named Seville Place in the parish of Saint Thomas in the city of Dublin.

2. A railway two furlongs one chain and eleven yards in length or thereabouts (herein-after called Railway No. 2) commencing by a junction with the said intended Railway No. 1 in the parish of Saint Thomas in the city of Dublin at a point situated in a north-easterly direction 265 feet or thereabouts from the northern corner of the Amiens Street Passenger Terminus Shed of the said Great Northern Railway (Ireland) and terminating by a junction with the railway of the Midland Great Western Railway (Ireland) (which connects the Liffey branch with the lines of siding on the south-west side of the part of the Royal Canal usually known as the Spencer Dock in the parish of Saint Thomas in the city of Dublin) at a point on the said railway distant in a south-easterly direction 105 feet or thereabouts from the south-east face of the bridge called the Newcomen Bridge carrying the North Strand Road over the lock of the Royal Canal.

Provided always that nothing contained in this Act shall authorise the Company to purchase take or use any land or soil or any rights in respect thereof belonging to Her Majesty or held in trust for Her and Her successors by the Commissioners of Public Works in Ireland without the consent in writing of the said Commissioners of Public Works in Ireland.

Height and span of bridges.

6. The Company may make the arches of the bridges for carrying the respective railways over the roads next herein-after mentioned of any heights and spans not less than the heights and spans herein-after mentioned in connection therewith respectively (that is to say) :—

No. on Plan.	Parish.	Description of Roadway.	Height.	Span.
10	St. Mark's - -	Lane - - - - -	—	22 feet
34	St. Thomas - -	Public Street - - -	—	20 feet
161	St. Thomas - -	Public Lane - - -	14 feet	—
174	St. Thomas - -	Public Court - - -	12 feet	—

Diversion of certain roads.

7. In constructing the railways the Company may divert the following public roads in manner shown on the deposited plans (that is to say) :—

No. on Plan.	Parish.	Description of Road.
131	St. Mark's - -	Lane known as Rath Row.
21	St. Thomas - -	Thoroughfare known as Frenchman's Lane.
81	St. Thomas - -	Spencer's Row.
139	St. Thomas - -	Lane known as Eglinton Lane.

Lands for extraordinary purposes.

8. 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 four acres.

Period for compulsory purchase of lands.

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

Owners may be required to sell parts only of certain lands and buildings.

10. And whereas in the construction of the railways or otherwise in exercise of the powers of this Act it may happen that portions only of the lands buildings or manufactories shown on the deposited plans may be sufficient for the purposes of the same and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owners of and other persons interested in the lands buildings or manufactories described in the Schedule to this Act and whereof parts only are required for the purposes of this Act may if such portions can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of such properties without material detriment thereto be required to sell and convey to the Company the portions only of the premises so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof or other parties interested therein by severance or otherwise.

For protection of the Corporation of Dublin.

11. For the protection of the rights property and interests of the Corporation of Dublin be it enacted as follows :—

(1) The bridges for carrying the railways by this Act authorised over Westland Row Great Brunswick Street Lower Gardiner Street Talbot Street and Amiens Street shall be constructed substantially in accordance with the sketch plans of the same

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respectively signed by the Right Honourable the Earl of Powis Chairman of the Committee of the House of Lords to which the Bill for this Act was referred as also by J. C. Smith C.E. and Parke Neville C.E. subject to any alteration of the same which may be agreed upon between the engineer of the Company and the engineer of the Corporation or which may be ordered to be made therein by the Board of Trade;

(2) The viaduct across Beresford Place shall be of an ornamental character and design and the said viaduct and the bridges for carrying the railways by this Act authorised across streets in the city of Dublin shall be made and maintained water-tight so as to deaden as far as possible the sound of engines carriages and traffic passing over them and the Company shall erect and when and so long as they may be reasonably required by the Corporation keep lighted at their own expense under each span of all the bridges and of the viaduct to be constructed under this Act and at points to be selected by the engineer of the Corporation two lamps of the same pattern and consuming the same quantity of gas per hour as those erected for the public lighting of the city of Dublin;

(3) The company shall not commence the construction of any of the bridges in subsection one mentioned or of the said viaduct until they have given to the Corporation one month's notice in writing of their intention to commence the same by leaving such notice at the office of the town clerk at the city hall in the city of Dublin with a plan or plans of the same and any difference which may arise between the Company and the Corporation concerning the said works or any of them shall be referred to an engineer to be agreed on between them or in default of agreement to an engineer to be appointed by the Board of Trade on the application of either party whose decision shall be final and shall be carried out by the Company;

(4) The Company shall not enter upon take or interfere with the wharf numbered 181 on the deposited plans in the parish of St. Mark's in the county of the city of Dublin or any part thereof or the approaches thereto or the cranes or appliances thereof unless and until they have given to the Corporation one month's notice in writing of their intention to commence the same by leaving such notice at the office of the town clerk at the city hall in the city of Dublin and shall have paid the reasonable expenses (if any) incurred by the Corporation or to which the Corporation may become liable in consequence of any alteration of or in or upon the said wharf numbered 181 or

the cranes or appliances thereof resulting from such interference by the Company under the powers of this Act Provided always that nothing in this section or Act contained shall give or be deemed to give to the Corporation any greater or other right or interest in or with relation to the said wharf or the use thereof than they would have possessed if this Act had not been passed;

(5) Before the Company proceed to temporarily stop up alter or divert any street lane or passage vested in or the property of the Corporation they shall give to the engineer for the time being of the Corporation not less than three clear days' notice in writing of such their intention and no such road street lane or passage shall be made stopped up altered or diverted except under such regulations as to temporary accommodation and otherwise and according to such plan as shall be reasonably approved of by such engineer Provided always that if such engineer or other officer of the Corporation duly authorised by them for the purpose shall fail to attend at the time fixed by such notice as aforesaid for commencing the temporary stopping up alteration or diversion of such street lane or passage or shall not propose any plan for the same or make any regulations in relation thereto or shall refuse or neglect to superintend the proposed works the Company may forthwith proceed to execute and may execute the works specified in such notice without the superintendence of such engineer or other officer;

(6) When the Company shall commence to make or temporarily stop up alter or divert any such road street lane or passage as aforesaid they shall with as little detriment and inconvenience to the public as the circumstances will permit and with all convenient speed complete the work and fill in the ground and reinstate and make good the road or pavement so made stopped up altered or diverted and carry away the rubbish occasioned thereby and the Company shall at all times whilst any such street lane or passage shall be so stopped up or interfered with cause the same to be fenced and guarded and shall cause a light sufficient for the warning of passengers to be set up and maintained against or near such street lane or passage where the same shall be stopped up or interfered with every night during which the same shall be stopped up or interfered with and shall keep any road or pavement which has been made altered or broken up in good repair for twelve months after making replacing and making good the same;

(7) If the Company make default in complying with any of the provisions of the two immediately preceding subsections they

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shall forfeit to the Corporation a penalty of five pounds for each day during which any such default as aforesaid shall continue after they shall have received notice thereof;

(8) If any such default as last aforesaid be made the Corporation or their engineer having the control or management of the street lane or passage in respect of which such default shall be made may cause such default to be remedied and any work rendered necessary thereby to be executed and the reasonable expense of remedying such default or executing such work shall be repaid to such engineer or other officer of the Company and accounted for by him to the Corporation and such expense and any penalty as aforesaid may be recovered in the same manner as damages are recoverable under any Act incorporated with this Act;

(9) In case it shall be necessary for the Company for the purpose of constructing any of the works by this Act authorised to raise sink or otherwise alter the position of any water mains pipes or other works belonging to the Corporation or any of the sewers or drains in the said city the same shall be done with as little detriment and inconvenience to the public and to any houses or persons supplied with water by means of such mains pipes or other works or accommodated by such sewers or drains as the circumstances will permit and all works relating to or involving interference with such mains pipes sewers drains or other works as aforesaid or necessary for the protection of the same shall be executed at the cost of the Company and to the reasonable satisfaction in all things of the Corporation or their engineer for the time being;

(10) It shall not be lawful for the Company in executing any of the works within the city of Dublin by this Act authorised to remove or displace any of the water mains pipes or other distributory works or the sewers or drains belonging to or vested in the Corporation or to do anything to interrupt or impede the supply of water into or through such mains pipes or other distributory works or the flow of sewage through such sewers or drains until good and sufficient arrangements shall first have been made at the expense of the Company for carrying on the supply of water and the flow of sewage to the reasonable satisfaction of the engineer of the Corporation;

(11) If it shall be necessary to construct any of the works by this Act authorised over any water main or pipe of the Corporation the Company shall at their own expense and to the reasonable satisfaction of the engineer of the Corporation construct and maintain a good and sufficient culvert over such main or pipe

so as to cover the same and make it accessible for the purpose of repairs together with all such other works as may be necessary for the protection from injury of such main or pipe;

(12) If the Company or any of their contractors agents officers workmen or servants or any person in the employment of them or of any of them shall in the execution of any of the works by this Act authorised interrupt the supply of water supplied by the Corporation or cause or do any other damage or injury whatsoever in relation thereto the Company shall make good and be responsible for any loss occasioned thereby to the Corporation;

(13) Except as by this Act expressly provided nothing in this Act shall take away lessen or prejudice or alter any of the estates rights interests powers and privileges hitherto vested in or possessed by the Corporation.

As to bridge across River Liffey.

12. And whereas the bridge by this Act authorised is intended to cross the River Liffey at a point lower down than any of the existing bridges across the said river and it is expedient that provision should be made for preventing so far as in the circumstances may be practicable any injury thereby to the interests of navigation and of the port of Dublin be it enacted as follows:—

Description of railway bridge.

(1) Notwithstanding anything contained in the Bill or in the deposited plans relating thereto the said bridge over the River Liffey and over George's Quay and the Custom House Quay at either side of the River Liffey respectively shall consist of three spans only and for the support of the said bridge two piers only shall be built in the river which two piers shall respectively form continuations of and be in the same lines as the north and south piers of the present swivel bridge and the width of the two piers supporting the bridge shall not in either case exceed the width of the corresponding pier of the said swivel bridge and where the said bridge crosses George's Quay and the Custom House Quay respectively the piers supporting the bridge shall not project in one case beyond the frontage line of the Custom House on the Custom House Quay nor in the other beyond the frontage line of the houses on George's Quay and the under surface of the said bridge where the same crosses the Custom House Quay shall not be less in the clear than seventeen feet above the level of the said quay and the under surface of the said bridge where the same crosses George's Quay and the intervening space occupied by the River Liffey shall be maintained throughout at the same uniform level as the level herein-before fixed where the bridge crosses the Custom House Quay.

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sunset to sunrise lights by and at the expense of the Company proper and sufficient for the navigation and safe guidance of vessels and if so required by the Port Board for fully and efficiently lighting the spaces upon the quays underneath the bridge at either side of the river and such lights shall from time to time be altered by the Company in such manner and be of such kind and number and be so placed and used as the Port Board by writing under the hand of their secretary shall approve and direct and in case the Company neglect or fail to exhibit and keep such lights burning as aforesaid they shall for every such offence be liable to a penalty not exceeding ten pounds.

Not to encroach on bed or soil of river.

(10) Nothing in this Act contained shall authorise or empower the Company to embank or encroach upon or interfere with any part of the soil or bed of the river or the shore thereof except according to the plan to be approved by the Port Board or in such event as aforesaid by the arbitrator appointed by the Board of Trade.

Gravel.

(11) The Company shall not except so far as shall be necessary in the construction of the bridge be at liberty to take any gravel soil or other material from the bed of the river without the previous consent of the Port Board signified in writing under the hand of their secretary.

Future works.

(12) The Company shall if and when required to do so by the Port Board for the purposes of or in connection with any future improvement of the River Liffey or of the quays on the south side thereof or of any other works which may be in contemplation by the Port Board afford with respect to their undertaking and in all or any property from time to time in their possession or under the control of the Company all such facilities and assistance and shall take all such steps as may be reasonably in their power for enabling a communication to be effected between the quays of the Port Board and the railway bridge and works of the Company by this Act authorised.

Compensation.

(13) So soon as the bridge by this Act authorised has been constructed or so far completed as to prevent or hinder any vessels from passing up or down the river above or below the site of the said bridge as freely in all respects as they were accustomed to do before the passing of this Act the Company shall make compensation to the Port Board for any damage injury expense or loss they have sustained or may sustain through the restriction or diminution of available quay or harbour space and the consequent hindrance or difficulty in

the berthing of vessels or through or in any manner arising out of or consequent upon the works authorised by this Act or any of them or otherwise howsoever and such compensation shall be settled in case of difference between the Company on the one hand and the Port Board on the other hand in the manner provided by the Lands Clauses Consolidation Act 1845 with respect to the settlement of disputed compensation.

Saving rights.

(14) Nothing in this Act contained shall extend to or be construed to prejudice or derogate from the jurisdiction over the north and south quay estates rights interests liberties privileges or franchises of the Port Board or to prohibit defeat alter or diminish any power authority or jurisdiction which at the time of the passing of this Act the Port Board did or might lawfully claim use or exercise.

For protection of Alliance Gas Company.

13. For the protection of the Alliance and Dublin Consumers Gas Company (herein-after referred to as "the Alliance Company") the following provisions shall be observed and have effect (that is to say) :—

In the construction or execution of the works by this Act authorised or any of them—

(1) The Company if they shall deem it necessary to raise sink or otherwise alter the position of any mains pipes or other works belonging to the Alliance Company shall cause the same to be done with as little detriment and inconvenience to the Alliance Company and to any houses premises or persons supplied with gas or other illuminating power by means of such mains pipes or other works as the circumstances will permit.

(2) The Company shall not remove or displace any mains pipes or other works belonging to the Alliance Company or do anything to interrupt or impede the supply of gas or other illuminating power into through or by means of such mains pipes or other works until good and sufficient arrangements have been made by the Company for enabling the supply of gas or other illuminating power to be carried on by the Alliance Company.

(3) The Company shall repair and make good all damage done to the property of the Alliance Company by disturbance occasioned by the construction of any of the works authorised by this Act.

(4) The Company if they construct any work over any main or pipe of the Alliance Company shall construct and maintain a good and sufficient culvert over such main or pipe (so as to

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cover the same and make it accessible for the purpose of repairs) together with all other works necessary for the protection from injury of such main or pipe and the Company in case they undermine any gas main or other work of the Alliance Company shall cause the same to be temporarily supported during the execution of the work and the foundation afterwards made good or in case it is found absolutely necessary to remove such gas main or work shall make good and effectual arrangements for enabling the supply of gas or other illuminating power to be carried on otherwise than through or by means of such main or work.

(5) All works herein-before authorised or required to be executed by the Company involving interference with any mains pipes syphons plugs or other works of the Alliance Company or the supply thereby of gas or other illuminating power shall be executed at the cost of the Company and to the reasonable satisfaction in all things of the Alliance Company or their engineer if they or he think fit to attend after receiving not less than forty-eight hours notice from the Company or their proper officer of any such works which notice the Company (save in cases of sudden emergency) shall be bound to give.

(6) If the Company or any of their contractors agents officers workmen or servants or any person in the employment of them or any of them interrupt the supply of gas or other illuminating power by the Alliance Company the Company shall make good any loss occasioned thereby to the Alliance Company and the amount shall be determined by arbitration in manner next herein-after provided.

(7) Any dispute or controversy between the Alliance Company and the Company touching or concerning the true meaning or construction of this Act or any of the provisions thereof or any payment to be made by the Company to the Alliance Company under such provisions shall be referred to arbitration in accordance with the provisions of the Railway Companies Arbitration Act 1859 as if the Alliance Company was a railway company.

(8) Except as is by this Act expressly provided nothing in this Act shall take away lessen prejudice or alter any of the estates rights interests powers and privileges vested in or possessed by the Alliance Company under the special Acts relating to that company or otherwise howsoever.

For protection of

14. For the protection of the Dublin United Tramways Company (in this section called the Tramways Company) the Company shall

be subject during the period of construction of the railways and works authorised by this Act to the following conditions namely— the Dublin United Tramways Company.

(1) All works affecting any of the tramways of the Tramways Company shall be executed at the expense of the Company.

(2) The Company shall be responsible for and make good to the Tramways Company any loss occasioned to that Company from the obstruction of traffic on the tramways and from any damages to the works rolling stock and horses of the Tramways Company by reason of the execution or repairing of the railway passing over such tramways.

(3) If and as often as the Company take up or remove or interfere with any part of any street or road which the Tramways Company are liable to maintain or repair the Company shall with all convenient speed at their own cost restore and make good such parts of streets or roads so taken up removed or interfered with and any tramway or tramways laid down therein to as good a condition as that in which they were before the works of the Company were commenced to the reasonable satisfaction of the Tramways Company's engineer subject to the right of arbitration herein-after provided and shall from time to time remove and clear away all paving or metalling or other material rendered superfluous by their works or operations.

(4) Any damages costs or charges to which the Company may under this section become liable to pay to the Tramways Company may be sued for and recovered with costs of suit by the Tramways Company in any court of competent jurisdiction.

(5) If any difference or dispute shall arise between the engineer of the Company and the engineer of the Tramways Company concerning the execution of any works to be done by the Company under the provisions of this section the same shall be from time to time referred to and settled by an engineer to be agreed upon between the Company and the Tramways Company or failing such agreement to an engineer to be appointed by the Board of Trade on the application of either the Company or the Tramways Company and the costs of such arbitration shall be in the discretion of the arbitrator.

Notice to be given of taking houses of labouring classes.

15. The Company 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 the Company shall not take any such houses until they have obtained the

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certificate of a justice that it has been proved to his satisfaction that they have so made known their intention.

Company to procure accommodation for persons of the labouring classes to be displaced.

16. Before taking in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers who may for the time being be the occupier or occupiers of any house or part of any house which the Company are by this Act authorised to acquire the Company shall (unless the Company and such persons otherwise agree) procure sufficient accommodation elsewhere for such persons provided always that if any question shall arise as to the sufficiency of such accommodation the same shall be determined by a justice and the Company may for the purpose of procuring such accommodation appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase by agreement such further lands as may be necessary for such purpose and may on such lands erect labouring class dwellings and may let or otherwise dispose of such lands and dwellings and may apply for the purposes of this section or any of them any moneys they may have already raised or are authorised to raise.

Power to take easements &c. by agreement.

17. 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 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 and to such easements rights and privileges as aforesaid respectively.

Railways to form separate undertaking for purposes of tolls rates and charges.

18. The railways shall form a separate undertaking of the Company and it shall be lawful for the Company to demand and take for and in respect of the railways the tolls rates and charges by this Act authorised.

Tolls for goods.

19. The Company may demand and take in respect of the use of the railways or any part thereof any tolls not exceeding the following (that is to say) :—

In respect of goods conveyed upon the railways or any part thereof:

For all coals coke culm cannel ironstone iron ore limestone chalk lime bricks salt sand fire-clay cinders slag stone dung compost and all sorts of manure and for all undressed materials for the repair of public roads or highways stones for building pitching

and paving for all tiles slates and clay and for all grain timber and deals pig iron rod iron sheet iron hoop iron iron plates slabs billets and rolled iron charcoal and wrought iron not otherwise specifically classed herein including railway chairs and heavy iron castings and for all sugar corn flour hides dyewoods staves and metals per ton one shilling and if conveyed in a carriage belonging to the Company an additional sum per ton of threepence:

For all earthenware nails anvils vices and chains and for light castings and for all cotton and other wools drugs manufactured goods and all other wares merchandise articles matters or things per ton two shillings and if conveyed in carriages belonging to the Company an additional sum of threepence:

And for every carriage of whatever description not being a carriage adapted and used for travelling on a railway and not weighing more than one ton carried or conveyed on a truck or platform not belonging to the Company two shillings and a sum of sixpence for every additional quarter of a ton or fractional part of a quarter of a ton which such carriage may weigh.

Tolls for passengers and animals.

In respect of passengers and animals conveyed on the railways or any part thereof:

For any person conveyed in or upon any carriage not exceeding one shilling:

For every horse mule or other beast of draught or burden not exceeding one shilling and if conveyed in or upon any carriage belonging to the Company an additional sum not exceeding threepence:

For every ox cow bull or neat cattle not exceeding sixpence and if conveyed in or upon any carriage belonging to the Company an additional sum not exceeding one penny:

For every calf pig sheep lamb or other small animal not exceeding threepence and if conveyed in or upon any carriage belonging to the Company an additional sum not exceeding one half-penny.

Regulations as to tolls.

20. The following provisions and regulations shall apply to the fixing of all tolls and charges payable under this Act (that is to say):—

For a fraction of a ton the Company may demand tolls according to the number of quarters of a ton in such fraction and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton:

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With respect to all articles except stone and timber the weight shall be determined according to the usual avoirdupois weight:

With respect to stone and timber fourteen cubic feet of stone forty cubic feet of oak mahogany teak beech or ash and fifty cubic feet of any other timber shall be deemed one ton and so on in proportion for any smaller quantity.

Tolls for small parcels and single articles of great weight.

21. With respect to small parcels not exceeding five hundred pounds in weight and single articles of great weight notwithstanding anything in this Act the Company may demand and take tolls not exceeding the following (that is to say):—

For the carriage of small parcels on the railways or any part thereof:

For any parcel not exceeding in weight seven pounds threepence exceeding seven and not exceeding fourteen pounds fourpence exceeding fourteen and not exceeding twenty-eight pounds sevenpence exceeding twenty-eight and not exceeding fifty-six pounds ninepence exceeding fifty-six and not exceeding five hundred pounds such sum as they think proper: Provided always that articles sent in large aggregate quantities although made up of separate parcels (such as bags of sugar coffee meal and the like) shall not be deemed small parcels but such term shall apply only to single parcels in separate packages:

For the carriage of single articles of great weight on the railways or any part thereof:

For the carriage of any one boiler cylinder or single piece of machinery or single piece of timber or stone or other single article the weight of which including the carriage shall exceed four tons but shall not exceed eight tons the Company may demand any sum not exceeding two shillings per ton including the carriage for the same:

For the carriage of any single piece of timber stone or machinery or other single article the weight of which including the carriage shall exceed eight tons the Company may demand such sum as they think fit.

Maximum rates for passengers.

22. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railways or any part thereof including the tolls for the use of the railways and for carriages and locomotive power and every other expense incidental to such conveyance shall not exceed the following sums (that is to say):—

For every passenger conveyed in or upon a first-class carriage the sum of one shilling.

For every passenger conveyed in or upon a second-class carriage the sum of eightpence.

For every passenger conveyed in or upon a third-class carriage the sum of sixpence.

Maximum rates for animals and goods.

23. With respect to the conveyance of horses cattle carriages and goods the maximum rate of charge to be made upon the railways or any part thereof by the Company including the tolls for the use of the railways and wagons or trucks and locomotive power and every other expense incidental to such conveyance (except a reasonable charge for loading covering and unloading goods at any terminal station in respect of such goods and for delivery and collection and any other service incidental to the business or duty of a carrier where any such service is performed by the Company) shall not exceed the following sums (that is to say) :—

For every horse or other beast of draught or burden before classed with horses the sum of one shilling and threepence :

For every ox cow bull or neat cattle the sum of sevenpence :

For every calf pig sheep lamb or other small animal the sum of threepence halfpenny :

For every carriage not exceeding a ton weight the sum of two shillings and for every additional ton or fractional part of a ton which such carriage may weigh sixpence :

For coals coke ironstone and other articles herein-before classed therewith the sum of one shilling and threepence per ton :

For cotton and other articles herein-before classed therewith the sum of two shillings and threepence per ton.

Passengers' luggage.

24. Every passenger travelling upon the railways may take with him his ordinary luggage not exceeding one hundred and twenty pounds in weight for first-class passengers one hundred pounds in weight for second-class passengers and sixty pounds in weight for third-class passengers without any charge being made for the carriage thereof.

Terminal station.

25. No station shall be considered a terminal station in regard to any goods conveyed on the railways unless such goods have been received thereat direct from the consignor or are directed to be delivered thereat to the consignee.

Foregoing charges not to apply to special trains.

26. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railways in respect of which the Company may make such charges as they think fit but shall apply only to the ordinary and express trains appointed from time to time by the Company for the conveyance of passengers and goods upon the railways.

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Company may take increased charges by agreement.

27. Nothing in this Act shall prevent the Company from taking any increased charges over and above the charges by this Act limited for the conveyance of animals or goods of any description by agreement with the owners or persons in charge thereof either by reason of any special service performed by the Company in relation thereto or in respect to the conveyance of animals or goods other than small parcels by passenger trains.

Certain powers to be exercised by special meetings of companies.

28. The powers conferred on the Company and on any other company by this Act with reference to the raising of money or for granting guarantees as the case may be shall be exercised by such company only with the authority of three-fourths of the votes of the shareholders present in person or by proxy at a meeting of such company specially convened for the purpose.

Power to raise capital.

29. The Company for the purposes of this Act may subject to the provisions of this Act and to the provisions of Part II of the Companies Clauses Act 1863 raise any capital by shares or by stock not exceeding in the whole three hundred thousand pounds and the Company shall not issue any share of less nominal value than ten pounds nor shall any share or stock 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 or stock shall have been paid in respect thereof.

Company to create capital as separate capital.

30. The following provisions shall be applicable to the shares or stock or any part thereof hereby authorised to be raised :—

(1) The capital to be raised shall be raised by the Company as a separate capital and be called the City of Dublin Junction Railways capital and shall be subject to the provisions herein contained concerning the same and the railways comprised in the separate undertaking shall be called the City of Dublin Junction Railways.

(2) The Company shall keep separate and distinct registers of the proprietors of the City of Dublin Junction Railways capital and separate and distinct accounts of their receipts credits payments and liabilities on account of the City of Dublin Junction Railways capital and revenue.

(3) The proprietors of the City of Dublin Junction Railways capital shall not be entitled to participate in the general revenues of the undertaking of the Company and the proprietors of the general capital of the Company shall not be entitled to participate in the revenues of the City of Dublin Junction Railways.

(4) Shares and stock in the City of Dublin Junction Railways capital shall not confer on the holders thereof any right of voting or interference at any meeting of the Company in the affairs of the Company not relating to matters affecting the City of Dublin Junction Railways except in any matters affecting the said shareholders or stockholders respectively for which matters such shareholders and stockholders shall have the same right of voting as the shareholders and stockholders in the general capital of the Company.

(5) Shares and stock in the City of Dublin Junction Railways capital shall be entitled to dividends only out of the profits of the City of Dublin Junction Railways applicable for dividends together with the benefit of any guarantee which may be granted to such shares or stock under this Act and the certificates of such shares or stock shall distinctly denote that such shares or stock are entitled to dividends only as before provided.

Power to borrow.

31. Subject to the provisions of this Act the Company may from time to time in respect of the capital of three hundred thousand pounds which they are by this Act authorised to raise by shares or stock in case they shall resolve to raise such capital borrow on mortgage of the separate undertaking and of the tolls rates and revenues arising therefrom any sum not exceeding in the whole one hundred thousand pounds but no part thereof shall be borrowed until shares for so much of the said 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 Company have proved to the justice who is to certify under the 40th 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 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 issued and accepted and to the extent aforesaid 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

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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 shall be sufficient evidence thereof.

Guarantee by companies.

32. Subject to the provisions of this Act the Company and the following companies (that is to say) the Great Northern Railway Company (Ireland) the Midland Great Western Railway of Ireland Company the Great Southern and Western Railway Company (Ireland) and the City of Dublin Steam Packet Company (which last-mentioned four companies are herein-after called the four companies) or any one or more of them may guarantee dividends and interest on the City of Dublin Junction Railways capital authorised to be raised as provided by this Act by shares or by stock and by mortgage or debenture stock for the purpose of the separate undertaking by paying by regular half-yearly instalments any sums not exceeding the following (that is to say) the Company a sum not exceeding six thousand pounds a year and the City of Dublin Steam Packet Company a sum not exceeding three thousand pounds a year and each of the other three companies a sum not exceeding a sum of two thousand pounds a year each all of which sums are herein-after included in the expression guarantee moneys to enable the Company to pay a dividend on the share capital raised and called up at a rate of not exceeding four pounds per centum per annum by regular half-yearly payments and to pay the interest which may become payable on the nominal amount of the mortgages or debenture stock raised on account of the separate undertaking.

As to loans if made by Commissioners of Public Works in Ireland.

33. In the event of the Commissioners of Public Works in Ireland agreeing to advance any part of the sum of four hundred thousand pounds required by the Company for the purposes of this Act the Company may in lieu of raising such part by means of shares or by stock or by borrowing in manner herein-before prescribed raise such part of the said sum of four hundred thousand pounds by mortgage of the separate undertaking to secure the moneys so advanced by the Commissioners and in case the Company shall so raise such part of the said sum of four hundred thousand pounds the Company and the four companies or such of them as may so agree may each undertake to guarantee or to pay guarantee moneys to enable the Company to pay interest at a rate not exceeding four pounds per centum per annum by regular half-yearly payments on the money so advanced in the manner and not exceeding in amount the sums specified with regard to the Company and the four companies respectively in the immediately preceding section and in the event of the Company raising such part of the said sum of four hundred thousand pounds under the powers of this

section the powers of the Company to raise capital otherwise as herein-before provided by this Act for the purposes of the separate undertaking shall be deemed to be extinguished to the extent of the capital so raised under this section.

Company may create debenture stock.

34. The Company may create and issue debenture stock on security of the separate undertaking subject to the provisions of this Act and of Part III. of the Companies Clauses Act 1863 but notwithstanding anything contained in the last-mentioned Act the interest of all debenture stock and of all mortgages at any time after the passing of this Act created and issued or granted by the Company under this Act or any subsequent Act in the separate undertaking shall subject to the provisions of any subsequent Act rank pari passu as regards the separate undertaking (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.

Provision as to mortgages or debenture stock.

35. All mortgages or debenture stock granted or issued by the Company in respect of the separate undertaking under the powers of this Act shall be a charge exclusively upon the separate undertaking and shall not comprise or affect any other property or the undertaking of the Company and no other mortgages or debenture stock granted or issued by the Company shall be a charge upon the separate undertaking and such mortgages or debenture stock shall distinctly denote that such mortgage or debenture stock are a mortgage or debenture stock only on or in the separate undertaking.

Appointment of receiver for mortgages of separate undertaking.

36. The mortgagees of the Company in the separate undertaking 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 to the mortgagees by whom the application for a receiver is made shall not be less than three thousand pounds in the whole.

Application of revenues of City of Dublin Junction Railways.

37. The Company shall apply the revenues arising from the City of Dublin Junction Railways as follows:—

(1) In payment of the proportion of the expenses properly attributable to the management working and maintenance of the City of Dublin Junction Railways;

(2) In payment of any rentcharges for land on the City of Dublin Junction Railways;

(3) In payment of the interest on all mortgages or debenture stock granted or issued by the Company in respect of the separate undertaking as provided by this Act;

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(4) In payment of dividends on the City of Dublin Junction Railways capital if any or upon so much thereof as may be from time to time paid up;

(5) In recouping to the Company and to the four companies respectively rateably any moneys paid by them on account of any guarantee given by them respectively as provided by this Act;

(6) The residue if any after the purposes aforesaid shall belong to the Company.

Application of money.

38. All moneys raised under this Act whether by shares or by stock or by borrowing or by debenture stock shall be applied only to the purposes of this Act to which capital is properly applicable.

Period for completion of railway.

39. If the railways be 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 same or otherwise in relation thereto shall cease to be exercised except as to so much thereof as is then completed.

Penalty imposed unless railways opened within the time limited.

40. If the Company fail within the period limited by this Act to complete the railways respectively by this Act authorised 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 particular railway as the case may be hereby authorised not completed is completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty shall amount to five per cent. on the estimate cost of the particular railway which is not completed and open for the public conveyance of passengers and the said penalty may be applied for by any landowner or other person claiming to be compensated 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 3 of the Railway and Canal Traffic Act 1854 and 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 the Accountant-General of the Chancery Division of the High Court of Justice in Ireland 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 said railways or either of them by unforeseen accident or circum-

stances beyond their control Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application of penalty.

41. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the "Dublin Gazette" shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the said railways or either 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 said Chancery Division may seem fit and if no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has 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 or transferred 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 of 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 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 or transferred 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.

Power to constitute joint committees, &c.

42. The Company and such of the four companies as may agree to pay guarantee moneys or otherwise as by this Act authorised may from time to time make and enter into agreements with respect to the said guarantee moneys and with respect to the construction management and use of the railways and works and conveniences connected therewith and with respect to working the railways in connection with the undertakings of the contracting companies or any part or parts thereof and with respect to the tolls rates and charges to be taken on the railways or on their undertakings being worked in connection therewith not exceeding the tolls rates and charges authorised to be taken on the railways or on the said undertakings of such companies respectively and with respect to the apportionment and division of such tolls rates and charges and

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with respect to any other matter in connection with the working management and maintenance of the railways and may from time to time constitute a joint committee or committees out of their directors for carrying out such agreements and such committee shall be chosen with regard and in proportion to the amount guaranteed by each company towards the capital to be raised for the purposes of the railways authorised by this Act.

Working agreements between Company and four companies.

43. The Company on the one hand and the four companies or any one or more of those companies on the other hand may subject to the provisions of Part III. of the Railways Clauses Act 1863 as amended or varied by the Regulation of Railways Act 1873 from time to time enter into agreements with respect to the following purposes or any of them (that is to say) :—

The working use maintenance and management of the City of Dublin Junction Railways or any part or parts thereof respectively and of the works connected therewith by the Company and the four companies or any of them ;

The management regulation and delivery of traffic upon or coming from or destined for the undertakings of the contracting companies or of any of them including the railways ;

The supply of engines rolling stock and plant necessary for the purposes of any agreement for the working or use of the railways or of any part thereof by the contracting companies or any of them and of officers and servants for the conduct of such traffic ;

The fixing collection payment appropriation and division of the tolls rates charges and revenues arising from traffic on the railways and on the undertakings of the contracting companies or any part thereof and the payments and allowances to be made and allowed in respect of any such traffic.

Tolls on traffic conveyed partly on the railways of the contracting companies.

44. During the continuance of any agreement to be entered into under the immediately preceding section of this Act the railways of the Company and the railways of such of the said other companies as may be parties to any such agreement shall for the purposes of short distance tolls and charges be considered as one railway and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railways of the Company and partly on the railways of any of the said other companies for a less distance than six miles tolls and charges may only be charged as for six miles and in respect of passengers for every mile or fraction of a mile beyond six miles tolls and charges as for one mile only and in respect of animals and goods for every quarter of a mile or fraction of a quarter of a mile beyond six miles tolls and charges as for a

quarter of a mile only and no other short distance charge shall be made for the conveyance of passengers animals or goods partly on the railways of the Company and partly on the railways of the said other companies parties to any such agreement.

Settlement of differences.

45. In case any difference or dispute shall arise between the Company and the four companies or any of them in reference to any agreement between the contracting companies with respect to the payment of any guarantee moneys or matters arising thereout or with respect to the working and maintaining or repairing the railways or with respect to the revenues arising therefrom or with reference to the amount of the tolls rates or charges to be taken in respect of the railways or with reference to any other matter arising out of this Act if no other mode of settlement is specially provided by any such agreement the same shall from time to time as required be submitted to the decision of an arbitrator to be agreed on by the companies between whom such difference or dispute shall have arisen or if they cannot agree then to an arbitrator to be appointed on the application of any of such companies by the Board of Trade whose decision shall be final and the costs of such arbitration shall be in the discretion of the arbitrator.

Classification table to be open to inspection and copies to be sold.

46. The book tables or other document in use for the time being containing the general classification of goods carried by goods or merchandise train on the railways 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 book tables or other document as annually revised shall be kept on sale at the principal office of the Company at a price not exceeding one shilling.

Terminal charges (if any) to be specified on application.

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 said 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.

Penalty.

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

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and applied in the same manner as penalties imposed by section 14 of the Regulation of Railways Act 1873.

Saving rights of the Dublin and Kingstown Railway Company.

47. Nothing in this Act contained shall extend to prejudice or take away any of the rights privileges or powers of the Dublin and Kingstown Railway Company.

Saving rights of Crown.

48. Nothing contained in this Act or to be done under the authority thereof shall in any manner affect the title to any of the subjects or any rights powers or authorities mentioned in or reserved by sections 21 and 22 of the Crown Lands Act 1866.

Saving rights of Crown in the foreshore.

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

Interest not to be paid on calls paid up.

50. 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.

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

51. 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 of 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.

Provision as to general Acts.

52. Nothing in this Act contained shall exempt the Company or the undertaking or the railways by this Act authorised 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 maximum rates of fares and charges or the rates for small parcels authorised by Acts relating to the Company.

Costs of Act.

53. 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 out of any of their funds but shall be charged to the capital of the separate undertaking.

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The SCHEDULE referred to in the foregoing Act.

LANDS AND BUILDINGS OF WHICH PORTIONS ONLY MAY BE REQUIRED.

No. on Deposited Plans.	Description of Property.	Parish.
19 20 22 - -	Workshop forge of coach factory and coach factory.	St. Mark's.
21 22C 22A 23 -	Stable house and yard outhouse yard.	„
42 41 44 43 43A -	Houses workshops and yard - -	„
30A 33 - -	House yard and offices and wine stores.	St. Thomas's.
60A 63A 64 65 -	Stables and riding school - -	„
144A 147 151 151A 152	Parts of tobacco factory house stables and lane.	„

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