

In Parliament, Session 1863.

South Yorkshire Railway.

(Extension to Hull and Selby Railway at Staddlethorpe; Powers to other Companies.)

**T**HE South Yorkshire Railway and River Dun Company (who are herein referred to as the Company) intend to apply to Parliament in the next Session thereof, for leave to bring in a Bill to enable them to make and maintain the railways hereinafter described, with all necessary works, stations, approaches, and conveniences connected therewith, namely:—

First.—A railway commencing by a Junction with the Hull and Selby Railway on the West side of Staddlethorpe Broad Lane, and at or near to a point distant 30 yards in a westerly direction from the Staddlethorpe Station on the said railway, in the township and parish of Blacktoft, in the east-riding of the county of York, passing through Blacktoft, Scalby, Sandholme, Eastrington, Caville, Greenoak, Bennetland, Portington, Gilberdike, Bellasize, Howden, Newland, Linton, Yokefest, Metham, Cotness, Belby, Balkholme, Laxton, Saltmarshe, Kilpin, and Skelton, all in the said east-riding; and Snaith, Hook, Armin, Goole, Rawcliffe, Snaith, and Cowick, Fishlake, Sykehouse, Thorne, Hatfield, and Stainforth, all in the west-riding of the said County of York, and terminating by a junction of the authorized line of Railway of the South Yorkshire Railway and River Dun Company (hereinafter called the South Yorkshire Company,) on the east side of a road called Johnson's Road, otherwise Ashfield Lane, and at or near a field called Ashfield Close, belonging to John Henry Newsome, as devisee in trust under the will of the late Thomas Killam, and Elizabeth Killam, in the township of Stainforth, and parish of Hatfield.

Secondly.—A railway commencing by a junction with the said first proposed railway in the said township of Armin and parish of Snaith, at or near to a point on the north side of the Wakefield, Pontefract, and Goole branch railway of the Lancashire and Yorkshire Railway Company, distant about 660 yards north-east of a wooden bridge, by which the said branch railway crosses the New Potter Grange Drain, passing through the townships of Armin and Hook, and parish of Snaith aforesaid, or some of them, and terminating by a junction with the railway at Goole of the undertakers of the navigation of the rivers Aire and Calder, at or near a point distant 118 yards south-west of the level crossing of that railway over the occupation road leading from the Old Potter Grange Farm to Goole, in the said township of Hook and parish of Snaith, in the said west-riding.

Thirdly.—A railway commencing by a junction with the said first proposed railway at a point distant about 473 yards south-east of the farm-buildings of the said Old Potter Grange Farm, and terminating by a junction with the said Wakefield, Pontefract, and Goole Branch Railway, at a point distant about 88 yards north-east of the said above-mentioned wooden bridge, which said thirdly proposed railway will be wholly situate in the said township of Armin, and parish of Snaith in the said west-riding.

For the purposes of the said railways and the works connected therewith, it is intended by the Bill to apply for power to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, navigations, rivers, and canals; to purchase lands, houses, and other property compulsorily; to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges.

The Bill will also enable the Company to apply their existing funds, and any monies which they still have power to raise, to the purposes of the said railways and works, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the bill may define.

The Bill will enable the Company, on the one hand, and the North Eastern, the Great Northern, and the Manchester, Sheffield, and Lincolnshire Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon; the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic; and the Bill will authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and will confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and it will amend and enlarge the powers and provisions of the following and of any other Acts of Parliament relating to the Company, namely—The 10th and 11th Victoria, cap. 291; the 11th and 12th Victoria, cap. 65; the 13th and 14th Victoria, caps. 35 and 57; the 15th and 16th Victoria, cap. 153; the 22nd and 23rd Victoria, cap. 101; the 24th and 25th Victoria, cap. 169; and the 25th and 26th Victoria, cap. 141; and also the Act 17th and 18th Victoria, cap. 211, and the other Acts relating to the North Eastern Railway Company; and of the Act 12th and 13th Victoria, cap. 81, and the other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; and the Acts 9th and 10th Victoria, cap. 71; and the other Acts relating to the Great Northern Railway Company.

And the Bill will alter and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill.

Duplicate plans and sections describing the line, situation, and levels of the proposed railways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice will, before the 30th day of November instant, be deposited for public inspection, with the Clerk of the Peace for the West Riding of Yorkshire, at his Office, at Wakefield, and with the Clerk of the Peace for the East Riding of Yorkshire, at his Office, at Beverley, and before the same day a copy of so much of the said plans, sections, and book of reference as relate to each parish, in or through