

In Parliament.—Session 1880.

Belfast, Strandtown, and High Holywood
Railway.

(Incorporation of Company; Construction of Railway from Belfast Central Railway to High Holywood; Gauge of New Railway; Alteration of Gauge or Additional Rails upon Belfast Central Railway; Agreements with, and further Money Powers to, Belfast Central Railway Company; Compulsory Purchase of Lands; Tolls; Running Powers over Existing and Future Railways of Belfast Central Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for effecting the purposes, or some of the purposes, following, that is to say:—

1. To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company"), to make and maintain the railway hereinafter mentioned, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway (wholly in the county of Down), commencing in the townland of Ballymacarrett, in the parish of Knockbreda, by a junction with the Belfast Central Railway, at a point about 15 yards westward from the mile-post on that railway, indicating the distance of 2½ miles from its commencement at the Ulster Junction, and terminating in the townland of Holywood, in the parish of Holywood, at or near the south-west side of Downshire-road, nearly opposite the southernmost road or street leading from Downshire-road to Quinville-terrace and Spencer-street; which intended railway will be made, or pass from, in, through, or into the townland of Ballymacarrett, in the parish of Knockbreda, and the townlands of Ballyhackamore, Strandtown, Ballymisert, Ballycloghan, Ballymaghan, Knocknagoney, and Holywood, in the parish of Holywood, or some of them.

2. To authorize the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, towing-paths, navigations, rivers, streams, bridges, railways, tramways, gas, water, and other pipes, and telegraphic apparatus within the parishes, townlands, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

4. To prescribe the gauge upon which the intended railway shall be constructed, and to exempt it from the operation of the Act 9 and 10 Vic., cap. 57, for regulating the gauge of railways.

5. To authorize and require the Belfast Central Railway Company (in this notice called "the Central Company"), or the Company (notwithstanding anything in the said Act), to alter and reduce the gauge of, or to lay down additional rails upon, the existing and authorized railways of the Central Company, and any railways which, by any Act of the ensuing session, they may be authorized to make, or some of those railways, or some part or parts thereof respectively, and to

enable or require them to apply their funds, and to raise further money by shares (preferential or other), stock, or borrowing, and to make provision or to empower the Central Company and the Company to enter into and carry into effect agreements with reference to such alteration of gauge and additional rails, and as to the payment of the cost thereof by the two Companies jointly, or either of them separately, or for apportioning such cost between them.

6. To authorize the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railway and works and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

7. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railway and works, and upon the railways, stations, and works hereinafter mentioned belonging to the Central Company, and to alter the tolls, rates, and duties which are now authorized or may be authorized to be taken upon and in respect of those railways, portions of railways, and stations respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

8. To empower the Company, and any company or persons for the time being working or using the railway of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates, as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever and for any traffic of every description, the existing and authorized railways of the Central Company where the gauge thereof shall have been reduced or additional rails laid thereon as aforesaid, and any railways which the Central Company may be next session authorized to make as aforesaid, or any of such railways respectively, or any part or parts thereof respectively, and all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways or portion of railway.

9. To empower the Company and the Central Company from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements, with respect to the construction, working, use, management, and maintenance by the two Companies, including as regards the Central Company any railways which they may be next session authorized to make as aforesaid of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, the railways of the two Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the two Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorize the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.