

In Parliament.—Session 1892.

North Eastern Railway.

(Additional Powers with reference to new and existing Railways, Dock, Roads, Footpaths, and other Works and Lands in Northumberland, Newcastle-upon-Tyne, Durham, York (North East and West Ridings), and Kingston-upon-Hull; Power to levy Rates, &c.; Agreements with Tees Conservancy Commissioners; Provisions as to Repair of Roads, and as to Management, &c., of Dock, and as to Rating of certain Railways of Company; Additional Capital and Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the North Eastern Railway Company (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):

To empower the Company to make and maintain the new railways and widenings, and alterations of railways, dock, river wall, and other works hereinafter described, with all requisite stations, sidings, approaches, roads, staiths, works, and conveniences connected therewith (that is to say):

In the county of Northumberland.

1. A Railway No. 1, commencing in the township of West Sleekburn, and parish of Bedlington, by a junction with the Company's Blyth and Tyne Railway, at a point thereon about 300 yards measured along that railway in a southerly direction from the south end of the viaduct over the River Wansbeck, and terminating in the township of Cambois, and parish of Bedlington, by a junction with the Cambois Branch of the said Blyth and Tyne Railway, at a point thereon about 10 yards measured along that railway in a westerly direction from where it crosses on the level the road from Marchey's House to West Sleekburn Colliery, and which railway will be made in or pass through the several parishes, townships, or places following (that is to say), Bedlington, West Sleekburn, and Cambois.
2. A Railway No. 2, situate wholly in the township of Cambois, and parish of Bedlington, commencing by a junction with the Cambois Branch of the Company's Blyth and Tyne Railway, at or near to the junction between such branch railway and the private railway leading to the Cambois Colliery, and terminating at the north end of a staith to be erected in the River Blyth, at a point about 350 yards east of the Steam Ferry across the said River Blyth at High Pans.
3. A Railway No. 3, situate wholly in the township and parish of Earsdon, commencing by a junction with the Company's Blyth and Tyne Railway, as proposed to be widened as hereinafter mentioned, at a point about 370 yards measured along that railway in a southerly direction from where it crosses on the level the road from Backworth to West Holywell, and terminating by a junction with the private railway leading to the East Holywell Colliery, at a point about 500 yards measured along that railway in an easterly direction from where such railway is crossed on the level by the said Blyth and Tyne Railway.
4. The widening and alteration of the Cambois Branch of the Company's Blyth and Tyne Railway, between the junction of the said Cambois Branch with the said Blyth

and Tyne Railway, in the township of West Sleekburn, and parish of Bedlington, and the junction of the said Cambois Branch with the proposed Railway No. 2, in the township of Cambois, and parish of Bedlington, and which widening and alteration will be made in or pass through the several parishes, townships, or places following (that is to say), Bedlington, West Sleekburn, and Cambois.

5. The widening and alteration of the Company's Blyth and Tyne Railway, between a point about 30 yards measured along that railway in a southerly direction from where it crosses on the level the road from Backworth to West Holywell, in the township of Backworth, and parish of Earsdon, and a point about 60 yards measured along that railway in a northerly direction from where it crosses on the level the private railway leading to the East Holywell Colliery, in the township and parish of Earsdon, and which widening and alteration will be made in or pass through the several parishes, townships, or places following (that is to say), Earsdon, Backworth, and Holywell.

In the county of Durham.

6. A Railway No. 4, situate wholly in the township and parish of Billingham, commencing by a junction with the Company's Port Clarence Railway at a point thereon about 180 yards, measured along that railway in a westerly direction from the west end of Haverton Hill Station, and terminating at or near the north side of Billingham Beck at a point about 550 yards, measured along such Beck in a westerly direction from its confluence with the River Tees.

In the West Riding of the county of York.

7. A Railway No. 5, situate wholly in the township and parish of Castleford, commencing by a junction with the siding known as Breffit's Siding at a point thereon about 80 yards, measured along such siding in an easterly direction from the Castleford Old Station Signal Cabin on the Company's York and Normanton Railway, and terminating at a point in the Aire and Calder Glass Bottle Works about fifty yards south of the main entrance thereto.

In the town and county of the town of Kingston-upon-Hull and in the East Riding of the county of York.

8. A Railway No. 6, being in substitution for a portion of the Company's Victoria Dock Railway, commencing in the township and parish of Sculcoates by a junction with the existing railway, at a point thereon about 33 yards to the westward of the bridge carrying the same over the Barmston drain, and terminating in the township and parish of Sutton by a junction with the said existing railway, at a point thereon about 40 yards to the westward of the signal cabin at the Company's Wilmington Station, and which said railway will be made in or pass through the several parishes, townships, or places following (that is to say), Sculcoates and Sutton, with power to the Company to abandon or discontinue, and to sell or use the site of all or part of their existing railway, situate between the aforesaid points of commencement and termination of Railway No. 6, and to remove the existing bridge over the River Hull.
9. A dock, with a lock and entrance from the River Humber, which dock will con-