

The Light Railways Act, 1896.

WOODBIDGE DISTRICT AND BAWDSEY LIGHT RAILWAY.

NOTICE is hereby given, that application is intended to be made to the Light Railway Commissioners in the month of May instant by Sir William Cuthbert Quilter Baronet and Major Algernon Walter Cobbold (hereinafter called "the Promoters") for an Order authorizing the construction working and maintenance of the Light Railways referred to in the application made to the said Commissioners in the month of May 1901, by the Promoters and one Robert Johnson (since deceased) as amended by the deviation and extensions hereinafter referred to.

The deviation above referred to is to substitute for so much of Railway No. 1 referred to in the said Application made in the month of May 1901 as lies between a point 1 mile 6 furlongs 6 chains measured from the commencement thereof along the centre line thereof and a point 5 miles 1 furlong 4-20 chains measured from the commencement of the said railway along the centre line thereof the following:—

A deviation Railway 4 miles 1 furlong or thereabouts in length situate in the parishes of Sutton Shottisham and Hollesley in the county of East Suffolk commencing in the said parish of Sutton at a point 1 mile 6 furlongs 6 chains or thereabouts measured from the commencement and along the centre line of Railway No. 1 hereinbefore referred to and terminating in the said parish of Hollesley at a point on Railway No. 1 hereinbefore referred to 5 miles 1 furlong 4-20 chains or thereabouts measured from the commencement and along the centre line of such last-mentioned railway.

The extensions above referred to are:—

A Railway (No. 3) 9-50 chains or thereabouts in length wholly situate in the parish of Melton in the county of East Suffolk commencing by a junction with the east end of the Great Eastern Railway Company's Tramway near Melton Station and terminating at the commencement of Railway No. 1 hereinbefore referred to by a junction therewith.

A Railway (No. 4) 3 furlongs 7 chains or thereabouts in length situate in the said parish of Melton in the county of East Suffolk commencing in the said parish of Melton by a junction with the east end of the Great Eastern Railway Company's Tramway opposite Field No. 138 on the 1860 Ordnance Map of Melton and terminating by a junction with the west end of the Great Eastern Railway Company's Tramway near Melton Station.

Powers will also be sought by the Order by Agreement with the Great Eastern Railway Company to put into proper order for the safe conveyance of passengers thereon the Great Eastern Railway Company's Tramways at or near Melton and Woodbridge Stations respectively and by such agreement as aforesaid to run over and use so much and such parts of the said tramways as shall be permitted by the Great Eastern Railway Company.

Dated this 29th day of May, 1902.

E. W. I. PETERSON,

F. J. W. WOOD,

Solicitors for the Promoters.

The Light Railways Act, 1896.

NORTH SOMERSET LIGHT RAILWAY.

NOTICE is hereby given, that application is intended to be made to the Light Railway Commissioners by Frank Beacham Beauchamp, Frank Denning, Alfred George Derwent Moger, Edward George Peacock, Charles Henry Seers, and James Stuckey, for an Order authorizing

Light Railways, to be called the North Somerset Light Railway, traversing the parishes of Clutton, High Littleton, Timsbury, Camerton, Dunkerton, Wellow, Combe Hay, South Stoke, Hiuton Charterhouse, and Monkton Combe, in the county of Somerset, and Limpley Stoke, in the county of Wilts.

The Railways proposed are as follows:—

Railway No. 1. Commencing in the said parish of Clutton at a point 109 yards or thereabouts, measured in a south-westerly direction from the south-east corner of the boiler house of the Greyfield Colliery, and terminating at a point near Wick-lane, in the said parish of Camerton, 66 yards or thereabouts, measured in a westerly direction from the south-west corner of Wick-lane Cottages.

Railway No. 2. Commencing at the termination of the Great Western Railway siding at Camerton Colliery at a point 281 yards or thereabouts, measured in an easterly direction along the Great Western Railway siding from the east end of the platform of Camerton Station, and terminating by a junction with Railways Nos. 1 and 3 at the termination of Railway No. 1. The said railway is wholly situate in the said parish of Camerton.

Railway No. 3. Commencing in the said parish of Camerton at the termination of Railways Nos. 1 and 2 by a junction therewith, and terminating in the said parish of Limpley Stoke by a junction with Railways Nos. 4 and 5 at a point 100 yards or thereabouts, measured in an easterly direction from the mile-post indicating two miles from the Dundas Aqueduct, along the Somerset Coal Canal.

Railway No. 4. Commencing at the termination of Railway No. 3 by a junction with Railways Nos. 3 and 5 in the said parish of Limpley Stoke, and terminating in the said parish of South Stoke by a junction with the most easterly siding in the Goods Yard of the Somerset and Dorset Joint Railway at Midford, at a point 4 yards, or thereabouts, measured from the south-west corner of the Goods Shed.

Railway No. 5. Commencing at the termination of Railway No. 3 and the commencement of Railway No. 4 by a junction with those railways in the said parish of Limpley Stoke, and terminating at a point in the parish of Monkton Combe immediately on the east face of the bridge carrying the Brass Knocker Hill road over the Somerset Coal Canal.

Railway No. 6. Commencing at the termination of Railway No. 5 by a junction therewith, passing alongside the Somerset Coal Canal, and terminating at a point measured 10 yards or thereabouts east of the foot-bridge over the Somerset Coal Canal at its junction with the Kennet and Avon Canal. This railway is wholly situate in the said parish of Monkton Combe.

Railway No. 7. Commencing by a junction with Railway No. 6 at the termination of Railway No. 5, and terminating by a junction with the Bathampton and Bradford Branch of the Great Western Railway at a point measured 20 yards, or thereabouts, from the south face of the Dundas Aqueduct. This railway is wholly situate in the said parish of Monkton Combe.

Dated this 29th day of May, 1902.

E. W. I. PETERSON, 56, Lincoln's-inn-fields, London, W.C., Solicitor to the Promoters.