

In Parliament.—Session 1909.

NORTH EASTERN RAILWAY.

(Additional Powers with reference to New and Existing Railways, Jetty, Roads, Footpaths and other Works and Lands in the Counties of Northumberland, Durham and York (West and East Ridings); Extensions of Time for Lands and Works; Agreements with Local Authorities; Provisions as to Rates; Private Street Works; Superfluous Lands; Leasing, &c., of Dock Lands and Subscription to Commercial Undertakings; 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 and other purposes (that is to say):—

[In this Notice any township or other place for which a separate poor rate is or can be made or for which a separate overseer is or can be appointed is referred to as a parish.]

To empower the Company to make and maintain the new railways and widening of railway jetty and other works hereinafter described with all requisite stations, sidings, quays, staiths, locks, gates, bridges, approaches, roads, works and conveniences connected therewith (that is to say):—

In the county of Northumberland—

A Railway, No. 1, situate in the parishes of Ponteland, Little Callerton and Darras Hall, in the rural district of Castle Ward, commencing by a junction with the Company's Ponteland Railway at the bridge carrying that railway over the River Pont and terminating in the south-east corner of the field numbered 36 on the Ordnance Map (1895 edition) about 570 yards south-east of Little Callerton Moor Farm.

A Railway, No. 2, situate in the parish of Backworth, in the urban district of Earsdon, and in the parish of Burradon and Longbenton, in the rural district of Tynemouth, commencing by a junction with the Company's Blyth and Tyne Railway at a point about 90 yards north of the Holywell-square Level Crossing and terminating by a junction with the Burradon Colliery Sidings at a point about 100 yards south of the colliery screens.

A Railway, No. 2A, situate in the parishes of Burradon and Longbenton, in the rural district of Tynemouth, commencing by a junction with the proposed Railway No. 2 at or near the centre of the west side of the field numbered 16 on the Ordnance Map (1895 edition) of the parish of Burradon and terminating by a junction with the Seaton Burn Wagon Way at a point about 200 yards east of the point where that wagon way crosses the Burradon Colliery Wagon Way on the level.

In the county of Durham—

A Railway, No. 3, situate in the parish and urban district of Whickham, commencing by a junction with the Company's Derwenthaugh Branch at the bridge carrying that branch over Cross-lane and terminating on the southern foreshore of the River Tyne at a point about 30 yards to the north-east of the eastern end of the bridge carrying the Company's Redheugh Branch West over the River Derwent.

In the East Riding of the county of York—

A Railway, No. 4, situate in the parish of Sculcoates, in the county borough of Kingston-

upon-Hull, commencing at a point about 10 yards to the east of Stoneferry-road and about 70 yards north of the junction of that road with Ferry-lane and terminating by a junction with the Company's Hornsea Branch at a point about 330 yards south of the level crossing of the footpath leading from Woodhall-street to Sutton by that railway.

A Railway and a Jetty in connection therewith, situate in the parish of Sculcoates, in the county borough of Kingston-upon-Hull, and in the parish of Preston, in the rural district of Sculcoates and the parish of Paul, in the rural district of Patrington (that is to say):—

A Railway No. 5, commencing by a junction with the Company's Hull and Withernsea Railway at a point on that railway about 250 yards west of Old Fleet Drain and terminating at or near a point in the southern boundary of Salt End Pasture about 40 yards west of Salt End West Light.

A Jetty, commencing at a point on the southern boundary of Salt End Pasture about 70 yards west of Salt End West Light and extending into the River Humber for a distance of 300 yards, or thereabouts, in a south-westerly direction and there terminating with arms extending at right angles to the said jetty at its termination on either side thereof for 50 yards, or thereabouts, into the River Humber and there terminating.

For the purposes of the said intended Railway No. 5 and Jetty it is proposed to take certain lands in the parishes of Preston known as Salt End Pasture, which are or are reputed to be common or commonable lands, and contain an area of 177 acres 3 roods and 10 perches, or thereabouts.

A widening of the Company's Hull and Doncaster Railway in the parishes of Bellasize and Blacktoft, in the rural district of Howden, commencing at a point about 20 yards east of the Greenoak level crossing and terminating at a point about 30 yards east of the Gilberdyke Level Crossing.

To empower the Company to deepen, dredge, scour, cleanse, alter and improve from time to time the bed, shores and channels of the Rivers Tyne and Humber adjoining or near to the said intended Railway No. 3 and to the said intended jetty respectively.

To empower the Company to execute the following works and to exercise the following powers (that is to say):—

In the County of Durham—

To make in the parish of Winlaton, in the urban district of Blaydon, and the parish and urban district of Whickham, a footpath, commencing by a junction with the road leading from Swalvell at its northern extremity on the south side of the Company's Redheugh Branch West, about 80 yards west of the bridge carrying that branch over the River Derwent, passing thence eastward along the south side of that branch and the Company's Derwenthaugh Branch to, and passing under the occupation bridge about 450 yards east of the bridge carrying that branch over Cross-lane and thence passing eastward to and terminating by a junction with Wellington-road at its western end and to stop up and discontinue all rights of footway over so much of the occupation road leading from Whickham to the Delta Iron Works as lies to the north of the southern boundary of the Company's Derwenthaugh