

RAILWAY AND CANAL TRAFFIC ACT,  
1888.

WE hereby give notice that we, T. G. Tickler Ltd., have made application to the Board of Trade to amend the Classification of Merchandise Traffic by adding Sugar Substitute to Class 1 of the said Classification.

Objections to or representations regarding the application may be submitted to the Assistant Secretary, Railway Department, Board of Trade, 7, Whitehall Gardens, London, S.W., within 21 days of the date of this advertisement, and at the same time a copy of such objections or representations should be sent to the undersigned.

For and on behalf of T. G. Tickler Limited,

*F. Grimoldby,*  
Secretary.

Pasture Street, Grimsby.

555 May 22nd, 1917.

Light Railway Commissioners, May, 1917.

BARTON AND STRETFORD LIGHT  
RAILWAYS.

NOTICE is hereby given, that application is intended to be made in this month of May by The Trafford Park Company (4 Ed. VII, ch. 225) (hereinafter referred to as "the Promoters") to the Light Railway Commissioners for an Order authorising the construction of Light Railways in the County of Lancaster, and described as follows, viz.:—

The said Railways are:—

A railway (No. 1) 2 miles 0 furlongs 9.55 chains or thereabouts in length situate in the said county, partly in the parish of Davyhulme and partly in the parish of Stretford, commencing in the said parish of Davyhulme by a junction with the Trafford Park Railway on the south side of the Bridgewater Canal, adjacent to a field numbered 421 on the 25-inch Ordnance Map of the said parish (edition of 1908), passing in a southerly direction and thence in an easterly direction along the north side of the Manchester Corporation's main outfall sewers, over the said sewers, and thence along the northerly side of the Manchester Corporation water main (Thirlmere Aqueduct) and terminating in the said parish of Stretford by a junction with the commencement of proposed Railway No. (2) in Field No. 221 on the said Ordnance Map, about 12 yards measured in a westerly direction from the centre of Park Road, and about 9.7 chains measured in a northerly direction from the centre of the bridge carrying the Cheshire Lines over the said Park Road.

A railway (No. 2) 3 furlongs 7 chains or thereabouts in length wholly situate in the said county and the parish of Stretford commencing by a junction with the termination of proposed Railway No. (1) in Field No. 221 on the 25-inch Ordnance Map (edition of 1908) about 12 yards measured in a westerly direction from the centre of Park Road and about 9.7 chains measured in a northerly direction from the centre of the bridge carrying the Cheshire Lines over the said Park Road and thence passing in

a north-easterly direction over Moss Road and the Bridgewater Canal, and terminating by a junction with the Trafford Park Sidings of the Cheshire Lines Committee near "Waters Meeting" at a point distant about 3.7 chains from the centre of the bridge carrying the Cheshire Lines Railway over the Bridgewater Canal and 7.9 chains from the centre of the bridge carrying the railways of the British Westinghouse Company over the said canal.

A railway (No. 3) 7.6 chains or thereabouts in length wholly situate in the said county and the parish of Davyhulme commencing by a junction with proposed Railway No. 1 in a field numbered 306 on the 25-inch Ordnance Map (edition of 1908) at a point about 15 yards from the fence dividing the fields Nos. 306 and 307 measured in a westerly direction and thence passing northwards and terminating by a junction with the proposed Lostock Light Railway (No. 3) in a field numbered 307 on the said map at a point 6.5 chains or thereabouts measured in a northerly direction from the north boundary fence of the Manchester Corporation main outfall sewers.

A railway (No. 4) 9.54 chains or thereabouts in length wholly situate in the said county and the parish of Davyhulme commencing by a junction with the proposed Lostock Light Railway No. 3 in a field numbered 307 on the 25-inch Ordnance Map of the said parish (edition of 1908) at a point 7.35 chains or thereabouts measured from the northerly boundary fence of the Manchester Corporation main outfall sewers passing in a south-easterly direction and terminating by a junction with proposed Railway No. 1 in a field numbered 308 at a point 10 yards or thereabouts measured in an easterly direction from the fence dividing fields numbered 307 and 308 on the said Ordnance Map.

A railway (No. 5) 4 furlongs 0.90 chains or thereabouts in length wholly situate in the said county and the parish of Davyhulme commencing in a field No. 247 on the 25-inch Ordnance Map of the said parish (edition of 1908) at a point 1.45 chains or thereabouts measured in a westerly direction from the centre of Barton Road passing partly in an easterly direction along the north side of the Manchester Corporation's main outfall sewers and thence in a north-easterly direction terminating by a junction with the proposed Railway No. 1 in a field numbered 230 on the said Ordnance Map at a point 2.3 chains or thereabouts measured in a northerly direction from the fence dividing the fields numbered 230 and 227 on the said Ordnance Map.

A railway (No. 6) 2 furlongs 0.50 chains or thereabouts in length wholly situate in the said county and the parish of Davyhulme commencing by a junction with proposed Railway No. 5 in a field numbered 227 on the 25-inch Ordnance Map of the said parish (edition of 1908) and passing in an easterly direction along the north side of the Manchester Corporation main outfall sewers and terminating by a junction with proposed Railway No. 1 in a field numbered 267 on the said Ordnance Map at a point 3.55 chains or thereabouts measured in an easterly direction from the fence dividing the fields numbered 227 and 267 on the said Ordnance Map.

Dated this 21st day of May, 1917.

CHAS. A. GRUNDY, Estate Office, Trafford Park-road, Trafford Park, Manchester, Secretary to the Promoters.