

In Parliament.—Session 1880.

Hull, Barnsley, and West Riding Junction  
Railway and Dock.

(Incorporation of Company; Construction of Railways from Hull to Barnsley Branch of Midland Railway Company at Monk Bretton, with Branches to the Wakefield, Pontefract, and Goole, the Swinton and Knottingley, the West Riding and Grimsby, the Royston and Darfield, the Midland Main line (Leeds to Sheffield), and the Doncaster and Barnsley Railways, and neighbouring collieries, and with Junctions at Hull with Railways of North-Eastern Railway Company and Kingston-upon-Hull Dock Company; New Dock and River Wall or Embankment at Hull; New Street or Road at Hull, stopping up of parts of Hedon-road, Egginton-street, King-street, and Williamson-street; Vesting of Sites; Power to take Water from River Humber; Removal of West Middle Sand and Hessele Middle; Compulsory Purchase of Lands; Addition of Purchased Lands to Drypool Parish; Special Powers to Limited Owners; Tolls; Special Powers of Sale or Lease of Lands, &c.; Bye-laws; Running Powers, and Compulsory Facilities over Railways of, Working Agreements with, and other Provisions affecting Midland, Great Northern, Manchester Sheffield and Lincolnshire, Lancashire and Yorkshire, North-Eastern, and London and North-Western Railway Companies, and Cheshire Lines Committee, and Kingston-upon-Hull Dock Company; Agreements with, Special Powers to, and Appointment of Directors by Corporation of Hull; 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 railways, streets, dock, and other works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, that is to say:—

1. A Railway No. 1 commencing in the township of Monk Bretton, in the parish of Royston, by a junction with the Barnsley branch of the Midland Railway, at or near the bridge carrying that railway over the Barnsley Canal, at or near the northern end of Monk Bretton Station, and terminating in the township of North Elmsall, in the parish of South Kirkby, in the field numbered 39 on the Tithe Commutation Map of the said township of North Elmsall, at a point about 10 yards west of the eastern fence of the said field, and about 50 yards south of the north fence of the said field.

1a. A Railway No. 1a wholly in the township of Carlton, in the parish of Royston, commencing by a junction with the main line of the Midland Railway at or near the northernmost junction therewith of the Barnsley branch, and terminating by a junction with the intended Railway No. 1 in or near the fence between the fields numbered respectively 250 and 251 on the Tithe Commutation Map of the said township of Carlton, at a point about 9 chains, measured along that fence, eastwardly from the centre of the Midland Railway.

1b. A Railway No. 1b commencing in the

township of Shafton, and parish of Felkirk, by a junction with the intended Railway No. 1 in the field numbered 123 in the Tithe Commutation Map of the said township of Shafton, at a point about 8 chains north-eastward from the south-western corner of the said field, and terminating in the township of Havercroft-with-Cold Hiendley, in the said parish of Felkirk, by a junction with the sidings of the Monckton Main Colliery at or near the west side of Lundhill-lane.

1c. A Railway No. 1c commencing in the township of Cudworth, in the parish of Royston, by a junction with Railway No. 1 in a field numbered 217 on the Tithe Commutation Map of the said township of Cudworth, at a point about 15½ chains eastward from the Midland Railway, and about 2 chains south of the northern fence of the said field, and terminating in the township of Royston, in the parish of Royston, by a junction with the authorised Royston and Darfield branch of the Midland Railway, at a point about 15 yards westward of the point at which, on the plans deposited for and referred to in "The Midland Railway (Additional Powers) Act, 1875," that authorised branch is shown as intended to cross the stream known as Poole's Dyke.

2. A Railway No. 2 commencing in the township of North Elmsall, in the parish of South Kirkby, by a junction with the intended Railway No. 1, at or near its termination, and terminating in the township of Gowdall, in the parish of Snaith, at or near the centre of a field in the occupation of George Smales, which abuts upon Butt Field-lane at a point about 18 chains northward from the junction of that lane with the public road leading from Gowdall to Hensall.

2a. A Railway No. 2a commencing in the township of Hemsworth, in the parish of Hemsworth, by a junction with the West Riding and Grimsby Railway of the Great Northern and Manchester, Sheffield, and Lincolnshire Railway Companies, at or near the mile post thereon indicating a distance of 166½ miles from London, and terminating by a junction with the intended Railway No. 2, at or near its commencement as above described.

2b. A Railway No. 2b wholly in the township of North Elmsall, in the parish of South Kirkby, commencing by a junction with the Swinton and Knottingley Railway of the Midland and North-Eastern Railway Companies, at or near the signal-box situate about 5½ chains south of the bridge carrying that railway over Allum-lane, and terminating by a junction with the intended Railway No. 2 in the field numbered 66 in the Tithe Commutation Map of the said township of North Elmsall at a point about 5½ chains north-eastward from the southernmost angle of the said field.

All the above described intended railways will be situate in the West Riding of the county of York.

3. A Railway No. 3 commencing by a junction with the intended Railway No. 2 at or near its termination as above described, and terminating in the parish of Newington, in the East Riding of the county of York, at or near the eastern side of the Bridlington branch of the North-Eastern Railway, at a point about 5½ chains south of the point at which that branch crosses Spring Bank.