

In Parliament.—Session 1882.

Manchester, Sheffield, and Lincolnshire Railway and Cheshire Lines (Additional Powers.)

Alteration in the Lines and Levels of Roads in the County of Chester and West Riding of the County of York—Stopping up of Level Crossings and Footpath and making New Roads and Footpath in lieu thereof—Stopping up part of the Manchester, Ashton-under-Lyne, and Oldham Canal—Purchase of Additional Lands in the West Riding of the County of York and the County of Lincoln—Running Powers over Railways of Lancashire and Yorkshire and London and North Western Railway Companies—Transfer of Trent, Ancholme, and Grimsby Railway, and dissolution of that Company—Variation of Rates and Tolls and additional Powers and limitations with regard thereto—Extension of Time for the Construction of certain Works authorised by the Manchester, Sheffield, and Lincolnshire Railway Act, 1877, The Wigan Junction Railways Act, 1874, and the Wigan Junction Railways Act, 1875—Additional Capital—Application of Funds—Purchase of additional Lands by the Cheshire Lines Committee in the Counties of Lancaster and Chester—Widening of the Stockport and Timperley Branch of the Committee in the Township of Heaton Norris, and construction of other Works in connection therewith—Application of Funds by the Committee—Amendment of Acts—and other purposes:—

**NOTICE** is hereby given that application is intended to be made to Parliament in the ensuing session, for leave to introduce a Bill and to pass an Act for the following purposes, or some of them, that is to say:—

To authorise the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Company") to alter or vary the lines and levels of a certain public road or highway in the township of Dukinfield in the parish of Stockport, in the county of Chester, commonly known as Astley-street, leading from Dukinfield in the parish of Stockport, to Shepley Bridge in the same parish, commencing at a point on that highway distant  $1\frac{1}{2}$  chains or thereabouts, measured in a northerly direction along that highway from the centre of the bridge carrying the same highway over the railway of the Company, and terminating at another point on the same highway, distant  $2\frac{1}{2}$  chains or thereabouts, measured in a southerly direction along that highway from the centre of the last-mentioned bridge.

To alter and vary the lines and levels of a certain highway known as Ashton-street, in the township of Dukinfield, in the parish of Stockport, leading from Dukinfield to Shepley Bridge aforesaid, commencing at a point in that highway distant 1 chain or thereabouts measured in a north-easterly direction along that highway from the centre of the bridge carrying that highway over the Peak Forest Canal of the Company, and terminating at another point on the same highway distant 8 chains or thereabouts, measured in a south-westerly direction along the same highway from the centre of the said last-mentioned bridge.

To alter and vary the lines and levels of a certain public road or highway leading from Barnsley to Doncaster, in the township of Ardsley, in the parish of Darfield, in the West Riding of the county of York, commencing at a point in that highway distant  $2\frac{3}{4}$  chains or thereabouts, measured in a south-westerly direction along that highway from the centre of the bridge carrying that highway over the Dearne and Dove Canal belonging to the Company, and terminating at a point in the said last-mentioned highway distant  $5\frac{1}{2}$  chains or thereabouts, measured in a

north-easterly direction along that highway from the centre of the last-mentioned bridge.

To empower the Company to discontinue or stop up the following level crossings and roads, that is to say:—

First. So much of a road or level crossing over the Doncaster and Keadby branch of the railway of the Company situate in the township of Stainforth in the parish of Hatfield, in the West Riding of the county of York, as lies between the northerly and southerly boundary fences of that branch railway, and which said level crossing is situate at a point on that branch railway, distant  $5\frac{1}{2}$  chains or thereabouts measured in a south-westerly direction along that branch railway from the south-westerly corner of the signal box at the junction known as Kirton Lane Junction, in the said parish of Hatfield.

Secondly. So much of the public highway in the said parish of Hatfield, leading from Stainforth to Thorne in the West Riding of the county of York, as crosses on the level the said Doncaster and Keadby branch railway, and which said last-mentioned level crossing is situate at a point on that branch railway distant 2 chains or thereabouts, measured in a south-westerly direction along that branch railway, from the south-west corner of the signal box at Kirton Lane Junction aforesaid.

Thirdly. So much of another occupation road or level crossing in the said township of Stainforth and parish of Hatfield over the Doncaster and Keadby and Thorne branches of the railways of the Company, as lies between the northerly and southerly boundary fences of those railways, and which said last-mentioned road or level crossing is situate at points on those last-mentioned railways respectively distant  $4\frac{1}{2}$  chains or thereabouts, measured in a north-easterly direction along those railways from the south-west corner of the said signal box at Kirton Lane Junction aforesaid.

Fourthly. So much of another road or level crossing over the Company's Barnsley and Doncaster branch railway situate in the parish of Adwick-upon-Deerne, in the West Riding of the county of York, as lies between the northerly and southerly boundary fences of that branch railway, and which said level crossing is situate on the said Barnsley and Doncaster branch railway, at a point thereon distant 23 chains or thereabouts, measured in a north-westerly direction along that branch railway from the centre of the bridge carrying the Midland Railway over that branch railway.

To empower and enable the Company in lieu of the said several level crossings intended to be stopped up, or some or one of them, to make, construct, and maintain the following new roads or some or one of them, that is to say:—

First. A road in the township of Stainforth and parish of Hatfield, in the West Riding of the county of York, running parallel to and on the north side of the railway of the Company, commencing by a junction with the said highway leading from Stainforth to Thorne, at a point on that highway distant 2 chains or thereabouts, measured in an easterly direction along that highway from the gates on the easterly side of the existing level crossing of that highway over the Doncaster and Keadby branch of the railway of the Company, and terminating by a junction with a certain road or way