

In Parliament.—Session 1894.

North-Eastern Railway.

(Additional Powers with reference to New and Existing Railways, Roads, Footpaths, and other Works and Lands in the counties of Durham, York (North and West Ridings), and Northumberland, and in the city of Newcastle-upon-Tyne, and town of Kingston-upon-Hull and City of York; Power to Company, the Midland Railway Company, and the Lancashire and Yorkshire Railway Company with reference to New Railways in the West Riding of the County of York, and Agreements with reference thereto; Power to Company and London and North-Western Railway Company to execute Works and Acquire Lands at Leeds; Running Powers over Portions of the Railway of the Marquis of Londonderry, and further Powers and Agreements with reference thereto; Abandonment of Portions of Railway in the County of Durham; Transfer to Company of Powers of Wear Valley Extension Railway Company; Provisions as to Rates, &c.; Power to Sell or Abandon the Boroughbridge and Ripon Canal; 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 purposes (that is to say):—

To empower the Company to make and maintain the new railways and deviation and widening, and alterations of railways and other works hereinafter described, with all requisite stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

In the county of Durham—

A railway, No. 1, commencing in the township of Whickham, and parish of Whickham, by a junction with the Company's Dunston Extension Railway at a point thereon about 20 yards measured along that railway in an easterly direction from the bridge carrying that railway over the Teams Colliery wagonway, and terminating in the township of Gateshead and parish of Gateshead by a junction with the Company's railway at a point thereon about 60 yards measured along that railway in a westerly direction from the bridge carrying that railway over West-street, and which railway will be made in or pass through the several parishes and townships following:—that is to say, Gateshead and Whickham, and in connection therewith to make a deviation and alteration of the Company's Team Valley Railway in the township of Gateshead and parish of Gateshead, commencing at a point thereon about 100 yards measured along that railway in a northerly direction from the north end of Bensham Station, and terminating at a point thereon about 30 yards measured along that railway in a southerly direction from the south end of Gateshead West Station, and to empower the Company to retain, hold, appropriate and use for the purposes of the intended Railway No. 1 the site and soil of so much of the said railway as will be rendered unnecessary by the construction of the said intended deviation and alteration:

A widening and alteration of the Company's railway situate wholly in the township and parish of Gateshead, commencing

at a point thereon about 10 yards measured along that railway in an easterly direction, from the bridge carrying that railway over West Street, and terminating at the Company's sidings on the south side of the said railway near the east end of the bridge carrying that railway over Sun-street.

A Railway No. 2 situate wholly in the township of Whickham and parish of Whickham, commencing by a junction with the Company's Tanfield Branch Railway at a point thereon about 400 yards measured along that railway in a southerly direction from the bridge carrying the Company's Dunston Extension Railway over the said Tanfield Branch Railway and terminating by a junction with the said Dunston Extension Railway at a point thereon about 320 yards north of the bridge carrying that railway over the public road from Swalwell to Gateshead.

A Railway No. 3, situate wholly in the township of Winlaton and parish of Ryton, commencing by a junction with the Company's Consett Branch Railway, at a point thereon about 50 yards measured along that railway in a northerly direction from the north end of the bridge carrying that railway over the Company's Redheugh Branch Railway, and terminating by a junction with the said Redheugh Branch Railway at a point thereon about 100 yards measured along that railway in a westerly direction from the bridge carrying that railway over the public road between Scotswood and Swalwell.

A Railway No. 4, commencing in the township and parish of Hart by a junction with the Company's Hartlepool and Sunderland Railway, at a point thereon about 80 yards measured in a northerly direction from the third mile post from Hartlepool, and terminating in the township of Dawden and parish of Dalton-le-Dale by a junction with the Back Branch of the Londonderry Seaham and Sunderland Railway, at a point thereon about 330 yards measured along that railway in a northerly direction from the centre of the bridge carrying that railway over the South Hetton Colliery Wagonway, and which railway will be made in, or pass through, the several parishes and townships following (that is to say), Hart, Thorpe, Bulmer, Monk, Hesleden, Easington, Shotton, Easington-with-Thorpe, Little Thorpe, Hawthorn, Dalton-le-Dale, Cold Hesleden, Dawden.

In the West Riding of the county of York—

A Railway No. 5, being in substitution for a portion of the Railway No. 7, authorised by the North-Eastern Railway Act, 1893, commencing in the township of Temple Newsam, and parish and city of Leeds by a junction with the said authorised Railway No. 7, at a point thereon, 525 yards or thereabouts, measured along that railway from its commencement as shown on the deposited plans referred to in that Act and terminating in the parish and city of Leeds, at a point near the centre of the field No. 166 on the 25-inch Ordnance Map, which is situate midway between Knowsthorpe-cut and Knowsthorpe-lane, and which said railway will be made in or pass through the several parishes, townships, or places following (that is to say):—Leeds and Temple Newsam with power to the Company to abandon the