

- No. 1, authorised by the Hull and South Yorkshire Extension Railway Act, 1897, at a point in the field numbered 222 on the  $\frac{1}{2500}$  Ordnance Map of the said parish, about 8 yards, measured in a westerly direction from the eastern boundary, and about 160 yards, measured in a northerly direction from the north side of the occupation road known as Ings-lane, and terminating in the township or parish of Wath-upon-Dearne, in the urban district of Wath-upon-Dearne, in the same Riding, by a junction with the Midland Railway (Derby to Leeds) at a point about 30 yards, measured in a westerly direction, from the centre of the bridge crossing Station-road.
- (b) A railway ("connecting line at Royston No. 1") commencing in the township or parish of South Hindley, in the rural district of Hemsworth, in the West Riding, aforesaid, by a junction with the Hull, Barnsley, and West Riding Junction Railway, at a point about 100 yards, measured in a southerly direction from the south side of the bridge carrying Sandybridge-lane, over the said railway, and terminating in the township or parish of Havercroft, in the said rural district of Hemsworth, by a junction with the Midland Railway (Derby to Leeds) at a point about 2 yards south of the south side of the viaduct carrying the Great Central Railway (Barnsley Coal Railway Extension) over the Midland Railway, which intended railway will be made or pass from, in, through, or into the townships or parishes of South Hindley, Shafton, and Havercroft, in the said rural district of Hemsworth and the township or parish and urban district of Royston in the said West Riding.
- (c) A railway ("connecting line at Royston No. 2"), commencing in the township or parish of Havercroft aforesaid, by a junction with the intended railway (connecting line at Royston No. 1), at a point about 196 yards from its intended termination as above described, at a point on the towing-path of the Barnsley Branch Canal of the Aire and Calder Navigation, measured in a southerly direction along the said towing-path from the south side of the viaduct carrying the Great Central Railway (Barnsley Coal Railway Extension) over the said canal, and terminating in the township or parish of Notton, in the said rural district of Barnsley, at a point about 10 yards measured in a westerly direction from the centre line of the Midland Railway (Derby to Leeds), and about 50 yards measured in a northerly direction from the north bank of the Barnsley Branch Canal of the Aire and Calder Navigation, and the Bill will or may empower the Company to form a junction between the said proposed connecting line at Royston No. 2, at or near its termination with any railway which the Midland Railway Company may in the ensuing Session be authorised to construct within the limits of deviation as the same will be shown on the plans to be deposited as hereinafter mentioned of the said proposed connecting line.
- (2) To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned or as may be provided by the Bill and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.
- (3) To empower the Company to cross, open or break up, divert, alter, or stop up, whether temporarily or permanently all such roads, lanes, highways, streets, footpaths, pipes, sewers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, telegraphic, and telephonic apparatus within the parishes, townships, and other places aforesaid or any of them as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works or any of them or of the Bill.
- (4) To authorise the Company to purchase and take by compulsion or agreement lands, houses, tenements, and hereditaments for the purposes of the intended railways and other works, and of the Bill and to vary or extinguish all rights and privileges in any manner connected with the land, houses, tenements, and hereditaments so purchased or taken.
- (5) To authorise the Company to purchase and acquire compulsorily or by agreement certain lands known as the Western Reservation, situate in the townships of Drypool and Southcoates and parish of Drypool in the city and county and county borough of Kingston-upon-Hull in the East Riding of the county of York, bounded on the north by the Hedon-road, on the south by the River Humber, on the east by the Alexandra Dock Estate of the Company, and on the west as to part by property of Earle's Shipbuilding Company, Limited, and as to the remainder by a road leading thereto.
- (6) To revive and extend and to enable the Company to exercise within such times as may be prescribed by the Bill their powers for the compulsory taking and purchase of lands for the purposes of the new docks and works at Hull being works (A) (B) (C) (D) and (E) authorised by and described in Part III of Section 4 of the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882, and to further extend the period now limited by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1894 (hereinafter called "the Act of 1894") for the completion of the new docks and works at Hull aforesaid.
- (7) To further extend the period now limited by the Act of 1894 for the sale of superfluous lands acquired by the Company for the purposes of the new docks and works at Hull aforesaid, or situate near to or adjoining any railway or station of the Company, and the lands acquired by the Company for the purposes of their railways and works, and for other purposes of the Company.
- (8) To empower the Hull and South Yorkshire Extension Railway Company (hereinafter called "the South Yorkshire Company") to sell and transfer or to lease either in perpetuity or for a term of years their undertaking, or some part or parts thereof to the Company upon and subject to such terms (pecuniary and other) and conditions as have been or may be agreed between the two Companies, and if so agreed between the Companies to exclude in the case of any such sale or transfer Section 49 of the Railways Clauses Act, 1863, and to authorise, sanction, and give effect to agreements and arrangements between the two Companies