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## SCHEDULES

### SCHEDULE 4

#### SUBSTITUTED WORKS IN DUDLEY, SANDWELL AND WOLVERHAMPTON

##### PART I

###### *DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED*

Note: In the following descriptions—

“the Birmingham and Wolverhampton Railway” means the Birmingham, Wolverhampton and Stour Valley (Birmingham, Wolverhampton and Dudley Lines) Railway;

“the Wolverhampton and Walsall Railway” means the Wolverhampton and Walsall (Wolverhampton—Wednesfield), (Wednesfield— Short Heath) and (Short Heath—Walsall) Railway;

“the Darlaston Loop Railway” means the South Staffordshire Railway between its junction with the Grand Junction Railway and Tipton Junction; and

“the South Staffordshire Railway” means the South Staffordshire Junction Railway.

In the Metropolitan Borough of Wolverhampton—

Work No. 7—railway (1,208 metres in length), commencing by a junction with the Work No. 1 authorised by the No. 1 Act of 1992 at a point 13 metres south of the southern side of the existing bridge carrying the Birmingham and Wolverhampton Railway over land south of Bailey Street, passing northwards under that bridge, then eastwards on the course of the former Wolverhampton and Walsall Railway, then passing to the northern side of the existing Wednesfield Depot branch siding of that railway, then across Inkerman Street and across the footpath between Alma Street and Clover Ley at points 5 metres north-west of the bridges carrying the Wolverhampton and Walsall Railway over that street and that footpath, then passing eastwards across Grove Street and terminating by a junction with the Work No. 2 authorised by the No. 1 Act of 1992 at a point 7 metres south-west of Dean’s Road;

Work No. 7A—A railway (443 metres in length) forming a deviation of the Wednesfield Depot branch siding of the Wolverhampton and Walsall Railway, commencing by a junction with that railway at a point 180 metres south-west of the south-western abutment of the bridge carrying that railway over Inkerman Street, passing over Work No. 7 at a point 90 metres south-west of the junction of Freeman Street with Inkerman Street and terminating at a point 170 metres south-east of the south-eastern abutment of the bridge carrying that railway over the footpath between Alma Street and Clover Ley, including a bridge carrying the said railway over Work No. 7;

Work No. 7B—An alteration of the alignment of Freeman Street between the junction of that street with Inkerman Street and the western end of that street;

In the Metropolitan Borough of Sandwell—

Work No. 8—railway (1,500 metres in length), commencing by a junction with the Work No. 10 authorised by the No. 1 Act of 1992 at a point 3 metres south-east of the south-

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eastern portal of the existing tunnel under Holyhead Road, passing south-eastwards on the course of the former Darlaston Loop Railway across a spur road (to be stopped up) off Holyhead Road and over Leabrook Road at the existing bridge carrying that road over that former railway, then passing southwards from a point 120 metres south-east of that existing bridge, across Potters Lane at its junction with Victoria Street and Great Western Street, then south-eastwards, passing on the north-eastern side of the Work No. 6 authorised by the Act of 1989, then on the existing bridge over Old Field Road, then turning southwards across the said Work No. 6, over the existing Tipton Branch and Princes End Branch Railways and terminating by a junction with the Work No. 12 authorised by the No. 1 Act of 1992 on the north-western side of the South Staffordshire Railway at a point 28 metres south of the southern abutment of the bridge carrying that railway over the River Tame, including bridges over Leabrook Road and the Tipton Branch and Princes End Branch Railways;

Work No. 8A—Alteration of the level of Potters Lane between a point 39 metres north-west of its junction with Victoria Street and a point 43 metres south-east of that street junction;

Work No. 8B—Alteration of the level of Victoria Street and Great Western Street between a point in Victoria Street 47 metres north-east of its junction with Potters Lane and a point in Great Western Street 34 metres south-west of its junction with Potters Lane;

Work No. 8C—A railway (112 metres in length), commencing by a junction with Work No. 8 and the Work No. 6 authorised by the Act of 1989 at a point 260 metres south-east of the junction of Great Western Street and Leabrook Road and terminating by a junction with those works at a point 48 metres north-west of the north-western abutment of the former Tipton Junction bridge;

In the Metropolitan Boroughs of Dudley and Sandwell—

Work No. 9—widening on its north-western side of the bridge carrying the South Staffordshire Railway over Birmingham New Road.