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SCHEDULES

SCHEDULE 1

Section 5.

DESCRIPTIONS OF WORKS REFERRED TO IN SECTION 5 OF THIS ACT

In the metropolitan borough of Tameside, Greater Manchester—

Work No. 1 A railway (860 metres in length), being a reinstatement of the railway between Crowthorne and Stockport Junctions, commencing by a junction with the Ashton-under-Lyne and Stockport Railway at a point 76 metres south of the bridge carrying Manchester Road over that railway and terminating by a junction with the Manchester Piccadilly and Hadfield Railway at a point 60 metres west of the western end of the Glossop-bound platform at Guide Bridge Station:

In the city of Liverpool, Merseyside—

Work No. 2 A railway (864 metres in length), being a reinstatement of the loop line between Edge Lane and Olive Mount Junctions, commencing by a junction with the Bootle Branch Railway at a point 6 metres south of the bridge carrying Binns Road over that railway, passing through the existing Olive Mount Tunnel beneath the intersection of Rathbone Road, Wavertree Avenue and Pighue Lane and terminating by a junction with the Liverpool and Manchester Railway at a point 71 metres west of the bridge carrying Mill Lane over that railway:

In the metropolitan borough of St. Helens, Merseyside—

Work No. 3 A railway (1,312 metres in length), being a reinstatement of the discontinued portion of railway between St. Helens Central and St. Helens Junction, commencing by a junction with the St. Helens Railway at a point 24 metres south-east of the vehicular bridge (Dutch Barn Bridge) carrying Baxters Lane over that railway and terminating by a junction with the Liverpool and Manchester Railway at a point 186 metres south-west of the footbridge over that railway at St. Helens Junction station:

In the city of Bradford, West Yorkshire—

Work No. 4 A railway (394 metres in length), being a temporary deviation of the Leeds and Skipton Railway on the northern side of that railway, commencing by a junction with that railway at a point 36 metres north-west of the 208¼ mile post on that railway and terminating by a junction with that railway at a point 6 metres north-west of the bridge carrying Dowley Gap Lane over that railway:

In the city of Leeds, West Yorkshire—

A partial remodelling of the trackwork between Holbeck and Leeds North Junctions comprising—

Work No. 5 A railway (334 metres in length), commencing by a junction with the Wakefield-bound line of the Leeds and Wakefield Railway at a point 22 metres north-east of the bridge carrying that railway over Copley Hill road and terminating by a junction with Work No. 6 at a point 21 metres south-west of the bridge carrying that railway over the north-bound carriageway of the A.643 road;

Work No. 6 A railway (1,100 metres in length) commencing by a junction with the Morley and Leeds Railway at a point 72 metres north-east of the bridge carrying that railway over

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Copley Hill road, passing by Holbeck and Whitehall Junctions and terminating at Leeds North Junction by a junction with the Leeds and Bradford Railway at a point 36 metres north-east of the bridge carrying that railway over Globe Road:

In the district of Bassetlaw, parishes of Sturton-le-Steeple and North Leverton with Hablesthorpe, Nottinghamshire—

Work No. 8—A railway (725 metres in length), being a new chord line, commencing by a junction with the Worksop-bound line of the Worksop and Gainsborough Railway at a point 49 metres north-east of the 69 mile post on that railway and terminating by a junction with the Cottam-bound line of the Cottam Power Station Branch Railway at a point 550 metres west of the bridge carrying that railway over Schrimshire's Road:

In the district of Selby, parishes of Sherburn in Elmet and Little Fenton, North Yorkshire—

Work No. 9—A railway (1,462 metres in length), being a branch railway into the works of British Gypsum Limited, commencing by a junction with the Normanton-bound line of the York and Normanton Railway at a point 144 metres north of the 12½ mile post on that railway, passing across and on the level of Fenton Lane and terminating to the east of the British Gypsum Works at a point 68 metres east of Ash Row Drain (reference point SE 5201:3438):

In the city of Peterborough and in the parish of Bretton, Cambridgeshire—

Work No. 10—A footbridge over the Peterborough and Stamford Railway, being an extension of the footbridge (No. 189A) over the East Coast Main Line at Marholm level crossing:

In the district of South Lakeland, parish of Broughton West, Cumbria—

Work No. 11A—A road, being a raising of the U.5085 road, commencing at a point in that road 46 metres south of the north-eastern corner of the residence known as Skellow Crag and terminating at a point in that road 54 metres south-east of its point of commencement;

Work No. 11B—A road commencing by a junction with Work No. 11A at a point 33 metres south-east of the commencement of that work, passing across and on the level of the Carnforth and Whitehaven Railway and terminating at a point in the U.5084 road 15 metres east of its junction with the C.5009 road.