

In Parliament—Session 1873.

**Manchester, Sheffield, and Lincolnshire Railway  
(Additional Powers).**

(Construction of New Railways in the Counties of Lancaster, Lincoln, and York; Consequential Powers as to Compulsory Purchase of Lands; Tolls, Capital, &c.; Compulsory purchase of additional Lands in Parishes of Darfield and Wath-upon-Dearne; Contribution to Capital of Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company; Amendment of Acts; and other purposes).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill and to pass an Act for all or some of the following, among other purposes, viz. :—

To authorise the Manchester, Sheffield and Lincolnshire Railway Company (hereinafter called the Company) to make and maintain the railways following, or some or one of them, or some part or parts thereof respectively, with all proper stations, approaches, works, and conveniences connected therewith (that is to say) :—

Railway No. 1, commencing in the division of Audenshaw and parish of Ashton-under-Lyne, in the county of Lancaster, by a junction with the main line of the railway of the Company at or near a point on that railway distant 3 chains or thereabouts measured in an easterly direction along that railway from the eastern end of the down passenger platform of the Guide Bridge station of that railway, and terminating in the township of Denton, in the parish of Manchester, in the county of Lancaster, in a field belonging, or reputed to belong, to the representatives of the late John Peacock, and in the occupation of William Bottoms, commonly called or known as the Long Meadow, at a point 2 chains, or thereabouts, measured in an easterly direction from the east wall of the Wesleyan chapel, and 1 chain 30 links, or thereabouts, measured in a westerly direction from the west wall of a house occupied by John Swire, and 1 chain or thereabouts, measured in a northerly direction from the north side of the Manchester, Hyde and Mottram turnpike road, and which railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, viz. : Ashton-under-Lyne, Audenshaw, Guide Bridge, Haughton, Denton and Manchester, in the said county of Lancaster.

Railway No. 2, in extension of the Barnsley Coal Railway, commencing in the parish of Royston, in the West Riding of the county of York, by a junction with that railway at its termination in or near the north-east corner of the field No. 121 on the deposited plans referred to in the Barnsley Coal Railway Act, 1861, and terminating in the parish of Sandal-Magna, in the said West Riding of the county of York, by a junction with the West Riding and Grimsby Railway at a point on that railway distant 7 chains or thereabouts, measured in a south-easterly direction along the centre line of that railway from the centre of the bridge carrying that railway over the River Calder, and which said Railway No. 2 will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, that is to say: Notton, Woolley, Royston, Chevet, Crigglestone, Walton, Cold-Heindley, Sandal-Magna, and Wake-

field, all in the West Riding of the county of York.

Railway No. 3 commencing in the parish of Little Coates by a junction with the railway belonging to the Company at a point on that railway distant 10½ chains measured in a westerly direction along that railway from the bridge or culvert carrying that railway over the brook or stream which divides the parishes of Little Coates and Great Grimsby, and terminating at a point in the public footpath which runs on the south side of the stream of water called the New Cut, and leads from the old Dock at Great Grimsby to Fetty Bridge, and which said point is distant 3 chains or thereabouts measured in an easterly direction along the line of the said footpath from the said bridge called Fetty Bridge, and which said Railway No. 3 will pass from, through, or into the several parishes, townships, extra-parochial or other places following: Little Coates, Great Coates, Grimsby, and Great Grimsby, all in the parts of Lindsey, in the county of Lincoln.

Railway No. 4 commencing in the township of Kimberworth, in the parish of Rotherham, in the West Riding of the county of York, by a junction with the branch of the South Yorkshire Railway leading from Sheffield to Wombwell, at a point on that railway distant 11 chains and 17 yards or thereabouts, measured in a south-easterly direction along the said branch railway from the centre of the bridge which carries the Midland Railway over the said branch railway, and terminating by a junction with the Tinsley and Rotherham Branch of the said South Yorkshire Railway at a point on that branch railway distant 23 chains or thereabouts, measured along that branch railway in a north-easterly direction from the centre of the bridge nearest to Tinsley station, carrying that branch railway over the River Dun, which said Railway No. 4 will pass from, through, or into the several townships, parishes, or other places following, or some of them, that is to say, Kimberworth, Tinsley, and Rotherham, all in the West Riding of the county of York.

And it is also proposed by the said intended Act to confer on the Company all the necessary powers to effect the objects following, or some of them, that is to say :—

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams and rivers within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railways and works or any of them.

To purchase by compulsion or otherwise all or any of the lands and houses situate in the before mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said intended railways and works; and to alter, vary, and extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works or any of them, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights and privileges.