

In Parliament.—Session 1873.

Banbury and Cheltenham Direct Railway.

(Incorporation of Company for Construction of Railways between the Great Western Railway at King's Sutton and the Great Western Railway at Chipping Norton, and between the Bourton-on-the-Water Railway near its termination, and the Railway between Cheltenham and Gloucester at Cheltenham with a Junction between the said Chipping Norton and Bourton-on-the-Water Railways; Working and other Agreements with the Great Western and Bourton-on-the-Water Railway Companies; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the purposes following, or some of them (that is to say):—

To incorporate a Company (hereinafter called "the Company"), and to empower the Company to make and maintain the railways following, or some of them, with all proper approaches, sidings, stations, works, and conveniences connected therewith (that is to say):—

A railway (No. 1) commencing in the parish of King's Sutton, in the county of Northampton, by a junction with the Birmingham and Oxford Railway of the Great Western Railway Company at a point thereon 12 chains or thereabouts southward of the platform entrance to the booking office of the King's Sutton station of that railway, and terminating in the parish of Chipping Norton, in the county of Oxford, by a junction with the Chipping Norton Railway of the Great Western Railway Company, at a point thereon 17 chains or thereabouts westward of the platform entrance to the booking office of the Chipping Norton station of that railway.

A railway (No. 2) commencing by a junction with Railway No. 1 at a point 29 chains or thereabouts south-west of the commencement thereof as above described, and terminating by a junction with the Birmingham and Oxford Railway of the Great Western Railway Company at a point thereon 49 chains or thereabouts southward of the platform entrance to the booking office of the King's Sutton station of that railway.

A railway (No. 3) commencing in the parish of Churchill, in the county of Oxford, by a junction with the Chipping Norton Railway of the Great Western Railway Company, at a point thereon 40 chains or thereabouts (measured along that railway) north-eastward of the platform entrance to the booking office of the Chipping Norton Junction station, and terminating in the parish of Bledington, in the county of Gloucester, by a junction with the Bourton-on-the-Water Railway, at a point thereon 60 chains or thereabouts (measured along that railway) north-westward of the platform entrance to the booking office of the Chipping Norton Junction station.

A railway (No. 4) commencing in the parish of Bourton-on-the-Water, in the county of Gloucester, by a junction with the Bourton-on-the-Water Railway, near the termination thereof, and at or near the mile post thereon, indicating 6½ miles from the Chipping Norton Junction on that railway, and terminating in the parish of Cheltenham, by a junction with the railway between Cheltenham and Gloucester at or near the mile post thereon indicating 119¼ miles from London.

A railway (No. 5) commencing in the parish of Cheltenham, in the county of Gloucester,

by a junction with Railway No. 4 at a point 60 chains or thereabouts southward of its termination as before described, and terminating in the said parish of Cheltenham by a junction with the railway between Cheltenham and Gloucester at a point thereon 7 chains or thereabouts north-eastward of the mile post thereon indicating 118¼ miles from London.

Which said intended railways will pass from, in, through, or into, or be situate within the several parishes and extra-parochial or other places following, or some of them (that is to say), King's Sutton, in the county of Northampton, Boddicot, Adderbury, Adderbury East, Adderbury West, Milton, Bloxham, Milcomb, South Newington, Tadmarton, Swalcliffe, Wigington, otherwise Wigington, Great Tew, Little Tew, Hook-Norton, Swerford, Heythrop, Great Rollwright, Little Rollwright, Salford, Over Norton, Chipping Norton, Churchill, and Kingham, in the county of Oxford; and Bledington, Bourton-on-the-Water, Cold Aston, otherwise Aston Blank, Upper Slaughter, Lower Slaughter, Naunton, Guiting Power, otherwise Lower Guiting, Notgrove, Salperton, Compton Abdale, Hawling, Sevenhampton, Shipton Olive, Shipton Sollars, or Shipton Oliffe and Shipton Sollars, Whittington, Dowdeswell, Charlton Kings, Leckhampton, Cheltenham, Arle, Alston, Westall, Sandford, Badgworth, Up-Hatherley, and Naunton, in the county of Gloucester.

To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings in the parishes and other places aforesaid for the purposes of the intended railways and works.

To vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken under the powers of the intended Act which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to demand and recover tolls, rates, and charges for or in respect of the intended railways and works, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the Company on the one hand, and the Great Western Railway Company and the Bourton-on-the-Water Railway Company, or either of them, on the other hand, to enter into and carry into effect agreements for or with respect to the working, use, management, and maintenance of the intended railways and works or any part thereof, and with respect to the supply of rolling or working stock, and of officers and servants for the conduct and conveyance of traffic on the said railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorize or provide for the appointment of a joint committee for carrying into effect any such agreements as aforesaid, and to confirm and give effect