

Glasgow, Barrhead, and Neilston Direct Railway. **N**OTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act or Acts to alter, amend, and enlarge the powers and provisions of the Glasgow, Barrhead, and Neilston Direct Railway Act 1845, and to empower the company thereby incorporated to make and maintain a branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the main line of the said railway at or near to the Barrhead Station, or otherwise at or near to the lands of Townhead, near the said station, and to terminate at or near to the Paisley Station of the joint line of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, and the Glasgow, Paisley, and Greenock Railway, by a junction with the said joint line, or otherwise, at a separate station in the town of Paisley, and to pass from, in, through, or into the several parishes and places following, or some of them, that is to say, the parish of Neilston, the Abbey Parish of Paisley, and the Low Church Parish of Paisley, in the county of Renfrew; second, a branch railway to diverge out of and from the main line of the said railway, at or near to Crossmill or Corsemill, and to form a junction with the said branch railway last above described, at or near to the lands of Blackbyre or Logan's Rais, and to pass from, in, through, or into the Abbey Parish of Paisley and county of Renfrew; third, a branch railway to diverge out of and from the main line of the said railway, at or near to Woodneuk or Kennishead, and to terminate at or near to Thornliebank, and to pass from, in, through, or into the parish of Eastwood and county of Renfrew; fourth, a branch railway to diverge out of and from the main line of the said railway at or near to Nitshill Quarry, and to terminate at or near to the ironstone pits on the Househill Estate, with a branch railway diverging out of the said branch railway to the Victoria Colliery on the said Househill Estate, which two last-mentioned branch railways pass from, in, through, or into the parish of Eastwood and the Abbey Parish of Paisley, or one or other of said parishes and county of Renfrew; and fifth, a branch railway to diverge out of and from the main line of the said railway at or near to Crossmill or Corsemill aforesaid, and to terminate at or near to Hurlet Alum Works, and to pass from, in, through, or into the Abbey Parish of Paisley and county of Renfrew.

And notice is hereby given, that it is intended to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on and for the use of the said branch railway or railways, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken by the said Act or Acts to divert or alter, within the parishes, and places aforesaid, all turnpike and other roads, streets, railways, tramways, gas-pipes, water-pipes, sewers, canals, rivers, streams, and water-courses, which it may be necessary to interfere with, in the construction of the said intended branch railway or railways.

And it is proposed by the said intended Act or

Acts to enable the said Glasgow, Barrhead and Neilston Direct Railway Company to subscribe or contribute towards the establishment and maintenance of, or to purchase or rent and use, or to take shares in any other railway or other undertakings which they may deem advantageous to the interests of the said company, and which may be sanctioned by Parliament, and to enter into and carry into effect any arrangements which they may think fit, with the proprietors of such railways or other undertakings, or with any existing railway companies, either with reference to the objects aforesaid, or with reference to the use or working of any other line of railway, or to the union or amalgamation thereof, or of any part thereof with the undertaking of the said Glasgow, Barrhead and Neilston Direct Railway, and to raise such additional capital as may be necessary for the formation and construction of the said branch railway or railways and other works, and the other purposes aforesaid, and generally to obtain all powers which may be necessary for any or all of such purposes, and for the management and control of the said Glasgow, Barrhead and Neilston Direct Railway, and any such other undertakings as aforesaid.

And it is further proposed by the said intended Act or Acts, to enable the said company to sell and transfer, or to lease the said Glasgow, Barrhead, and Neilston Direct Railway, and the said intended branch railway or railways, and other works, or any of them, or any part thereof, and all or any of the powers of the said company in connection therewith, or in relation thereto, to the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, the Glasgow, Paisley, and Greenock Railway Company, and the Caledonian Railway Company, or any or either of them, and to enable such last mentioned companies, or any or either of them, to purchase or take in lease the said Glasgow, Barrhead, and Neilston Direct Railway, and the said intended branch railway or railways, and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them (whether with relation to the levying of tolls, rates, and duties or otherwise), as may be considered expedient and may be agreed upon, or to guarantee to the said Glasgow, Barrhead, and Neilston Direct Railway Company such interest or profit on their outlay or capital as may be agreed upon, and generally to enter into and carry into effect such further and other arrangements and agreements in reference thereto, as may be mutually agreed upon between the said last mentioned companies and the said Glasgow, Barrhead, and Neilston Direct Railway Company; and with such objects or otherwise to alter and amend, extend, or enlarge the Acts relating to the said Glasgow, Paisley, Kilmarnock and Ayr Railway, passed in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of Her present Majesty; the Acts relating to the said Glasgow, Paisley, and Greenock Railway, passed in the first, the third and fourth, the fourth and the sixth years of the reign of Her present Majesty; and the Acts relating to the said Caledonian Railway, passed in the eighth and ninth year of the reign of Her present Majesty.