

In Parliament, Session 1863.

**Barnsley Coal Railway.**

(Extensions to Manchester, Sheffield, and Lincolnshire, and West Riding and Grimsby and Midland Railways; Powers to South Yorkshire and Manchester, Sheffield, and Lincolnshire Companies; Use of Railways and Stations belonging to other Companies in the West Riding.)

IT is intended to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes.

1. To enable the Barnsley Coal Railway Company (who are herein referred to as the Company), to extend the Barnsley Coal Railway, by making and maintaining the following new lines of railway, together with all necessary sidings, stations, approaches, works, and conveniences connected therewith, namely:

(1.) A railway to commence in the parish of Royston, by a junction with the authorized line of the Barnsley Coal Railway where it crosses the Wakefield and Sheffield Turnpike-road in the parish of Royston, numbered 82 on the deposited plans of the Barnsley Coal Railway, referred to in "The Barnsley Coal Railway Act, 1861," to pass thence, through, or into the several parishes and places following, or some of them, that is to say, Darton, Mapplewell, Barugh, Royston, Woolley, Notton, Carlton, Monk Bretton or Burton, Cawthorne, Silkstone, Gawber, Barnsley, Darfield, Ardsley, Worsbrough, and Dodworth, and to terminate by a junction with the Manchester, Sheffield, and Lincolnshire Railway near to where the same crosses the Summer Lane Road, in the township of Barnsley, in the parish of Silkstone.

(2.) A railway to commence by a junction with the authorized line of the Barnsley Coal Railway, on the northerly side of the road called Lee Lane, in the parish of Royston, numbered 97 on the said deposited plans, to pass thence through or into the several parishes and places following, or some of them, that is to say, Royston, Woolley, Carlton, Notton, Darton, Mapplewell, Felkirk, Havercroft, Cold-Hiendley, Havercroft-with-Cold-Hiendley, South Hiendley, Shafton, Hemsworth, Wragby, Ryhill, Huntswick-with-Foulby and Nostal, Winterset, Santingley, Sandal Magna, Walton, Foulby, and Crofton, and to terminate in the said parish of Wragby, by a junction with the authorized line of the West Riding and Grimsby Railway, at or near Santingley Lane, and which lane is numbered 2 in the parish of Wragby on the deposited plans of the said West Riding and Grimsby Railway, referred to in "The West Riding and Grimsby Railway Act, 1862." Also a short branch or spur commencing in the said parish and township of Royston, by a junction with the before described railway at a point about twenty-eight chains to the east of Overcarr Lane, and passing thence through or into the several parishes or places following, or some of them, that is to say: Royston, Notton, Cold Hiendley, Havercroft, Havercroft-with-Cold-Hiendley, Felkirk, Hemsworth, and terminating by a junction or junctions with the Midland Railway at Royston Station, near Notton-Bridge, in the said parish of Royston.

The said intended railways will be wholly situate in the West Riding of Yorkshire.

2. To empower the Company, in the construction and maintenance of the said intended railways, and the works connected therewith, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams and watercourses; to purchase lands, houses, and other property compulsorily; to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges.

3. To enable the Company to apply to the purposes of the said Bill their existing funds and any monies which they have still power to raise, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

4. To incorporate with the Bill the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

5. To enable the Company, and all Companies and persons lawfully using the railways or any part of the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, or by the Bill, the undertakings following, that is to say:

The West Riding and Grimsby Railway, from the above-named point of Junction therewith to the Westgate Station, in Wakefield; The Bradford, Wakefield, and Leeds Railways; The Leeds, Bradford, and Halifax Junction Railway, including the stations of the Leeds, Bradford, and Halifax Junction Railway Company at Halifax. The Leeds Central Railway Station and the railways immediately connected therewith;

together with the stations, watering places, water supply, booking offices, warehouses, landing places, branch railways, works and conveniences connected with such railways and portion of railway respectively.

6. To vary and affect any agreement which is subsisting between the Bradford, Wakefield, and Leeds, and Leeds, Bradford, and Halifax Junction Railway Companies, or either of those Companies, on the one part, and the Lancashire and Yorkshire Railway Company, and the Great Northern Railway Company, or either of those Companies, on the other part; and especially to declare to be void any contract or covenant whereby the first mentioned Companies, or either of them, have proposed or attempted to grant either to the Lancashire and Yorkshire Railway Company, or to the Great Northern Railway Company, or to both those Companies, the exclusive right to run engines and carriages, or to convey the traffic, or any part of the traffic, upon the undertakings of the first mentioned Companies, or either of them.

7. To require the Companies, or persons owning or working the said railways, and portions of railways respectively, so sought to be run over and used as aforesaid, to receive, book through, forward, accommodate, and deliver on and from the said railways, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, and if need be to alter the tolls and charges which are