

In Parliament—Session 1895.

Stroud and Painswick (Light) Railway.
(Incorporation of Company; Construction of Railways from the Great Western Railway and Midland Railway at Stroud to Painswick and Cranham; Railways to be constructed and worked as Light Railways; Compulsory purchase of Lands; Commonable Lands; Powers to Persons with Limited Estate; Tolls; Payment of Interest out of Capital; Working and other Arrangements with and Powers of Subscription and Guarantee by Great Western Railway Company and Midland Railway Company; Running Powers and Facilities over portions of those Companies' Railways; Lease of Railways; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes or some of them (that is to say):—

1. To incorporate a Company, and to authorise the Company so to be incorporated (hereinafter referred to as "the Company"), to make and maintain the railways hereinafter described, or some part or parts thereof, together with all necessary and convenient stations, stopping places, bridges, viaducts, rails, sidings, turntables, buildings, roads, approaches, yards and other works and conveniences connected therewith or incidental thereto (namely):—

(1) A Railway No. 1, situate wholly in the county of Gloucester, commencing in the parish of Stroud, in that county, by a junction with the Great Western Railway, at a point 93 yards, or thereabouts, measured along the said railway, from and to the westward of the western end of the up platform of the Stroud Station of the Great Western Railway Company, and terminating in the parish of Painswick at or near the northern boundary of the field numbered 1207 on the 25-inch Ordnance map of that parish, at a point 22 yards, or thereabouts, measured in a north-easterly direction from the corner of the said field next the entrance gateway to Stratford Lodge.

(2) A Railway No. 2, situate wholly in the county of Gloucester, commencing in the parish of Rodborough, in that county, by a junction with the Midland Railway at a point situate 36 yards, or thereabouts, measured in a westerly direction from the western end of the platform of the Stroud Station of the Midland Railway Company, and terminating by a junction with the intended Railway No. 1 at its termination hereinbefore described.

(3) A Railway No. 3, situate wholly in the county of Gloucester, commencing in the said parish of Painswick, by a junction with the intended Railways No. 1 and No. 2 at their termination hereinbefore described, and terminating in the said parish of Painswick, at or near the western extremity of the northern boundary of the field numbered 847 on the 25-inch Ordnance map of the said parish.

(4) A Railway No. 4, situate wholly in the county of Gloucester, commencing in the said parish of Painswick by a junction with the intended Railway No. 3 at its termination hereinbefore described, and terminating in the said parish of Painswick, at or near the northern boundary of the field numbered 550 on the 25-inch Ordnance map of the said parish, at a point 135 yards, or thereabouts, measured in a north-westerly direction from the buildings known as

Damsel's Mill, in the said parish of Painswick.

(5) A Railway No. 5, situate wholly in the county of Gloucester, commencing in the said parish of Painswick by a junction with the intended Railway No. 4 at its termination hereinbefore described, and terminating in the said parish of Painswick, at or near the southern boundary of the field numbered 483 on the 25-inch Ordnance map of the said parish, at a point 60 yards, or thereabouts, measured in a south-westerly direction from the south-west corner of the spinney or copse numbered 486 on the said Ordnance map.

(6) A Railway No. 6, situate wholly in the county of Gloucester, commencing in the said parish of Painswick, at or near the termination of the intended Railway No. 5, hereinbefore described and terminating at a point in the said parish of Painswick, on Painswick Hill, at or near the building used as a stable in the Catsbrain Quarry.

(7) A Railway No. 7, situate wholly in the county of Gloucester, commencing in the said parish of Painswick by a junction with the intended Railway No. 4 at its termination hereinbefore described, and terminating in the parish of Cranham, at or near the southern boundary of the road leading from Painswick to Cranham, at a point 95 yards, or thereabouts, measured in a south-westerly direction, from the buildings described as Tump Cottage on the 25-inch Ordnance map of the parish of Cranham.

(8) A Railway No. 8, situate wholly in the county of Gloucester, commencing in the said parish of Painswick, by a junction with the intended Railway No. 4 at or near the northern boundary of the field numbered 775 on the 25-inch Ordnance map of the said parish, at a point 67 yards, or thereabouts, measured in an easterly direction from the north-west corner of the said field, and terminating on Painswick Hill, in the said parish of Painswick, at a point 130 yards, or thereabouts, measured in a south-south-westerly direction from the south-west corner of the cemetery there.

(9) A Railway No. 9, situate wholly in the county of Gloucester, commencing in the said parish of Painswick, at or near the termination of the intended Railway No. 8 hereinbefore described, and terminating in the said parish of Painswick, at or near the termination of the intended Railway No. 6 hereinbefore described.

The intended railways will be made or pass from, in, through, or into the parishes, townships, and places of Stroud, Rodborough, Whiteshill with Randwick, Painswick, and Cranham, or some or one of them.

2. To empower the Company to construct and work the intended railways, or any part or parts thereof as light railways, in accordance with the provisions of the Regulation of Railways Act, 1868, or of any other Act of Parliament passed or to be passed relating to Light Railways, and subject to such provisions as may be prescribed by the Bill, and to make provision as to the weight of the engines, carriages, and vehicles to be used on, and the speed of trains upon such light railways, and the gauge, weight, size, and character of the materials to be used in the construction of such railways, and the motive power to be employed thereon, the construction, user, and watching of level crossings, and the construction and user of stopping places of a