

PROPOSED NEW RAILWAYS.

Notices appear in our columns for applications to Parliament, to obtain several new Railways in this county and Lancashire.

1. The *Leeds and Bradford* line, by way of Kirkstall, Apperley Bridge, and Shipley, as described in our last paper.

2. The *Bradford and Mirfield (Ledger-Bridge)* line, connecting the town of Bradford with the Manchester and Leeds Railway at Ledger-bridge, in the parish of Mirfield, between Mirfield and Dewsbury. This line will run through or near Bowling, Bierley, Hunsbury, Cleckheaton, Millbridge, and Heckmondwike, to Ledger-bridge, about a mile from Dewsbury, in the parish of Mirfield. It had been expected that the Manchester and Leeds Railway Company would apply for a line from Bradford to Brighouse; but they have determined to take the line of valley above described, which will bring out the railway about five miles on the Wakefield side of Brighouse. The line will be about nine miles in length. It would of course be more favourable than a line to Brighouse for passengers going from Bradford to the eastward or southward, but much less favourable for those going westward; and it will leave the ground much more clear for a branch in future from Bradford to Halifax. Passengers going from Bradford to York and Hull would have to travel about the same distance by the proposed Mirfield line, as they would by the proposed Leeds and Bradford line.

3. The *Huddersfield and Cooper Bridge* line, connecting the town of Huddersfield with the Manchester and Leeds Railway at Cooper Bridge,—a distance of about four miles, nearly on a dead level. This will be a great convenience to the town of Huddersfield, and to persons attending the Huddersfield market from Leeds, Halifax, &c.

4. The *Penistone and Barnsley Junction* line, connecting the Sheffield and Manchester Railway at Penistone with the North Midland Railway at Cudworth Bridge near Barnsley, and passing through the town of Barusley, Dodworth, Silkstone, and Hoyland Swaine. The length of this line is about nine miles: the gradients unfavourable. The application is expected to be resisted by the Manchester and Leeds Railway Company, as it is promoted by the Sheffield and Manchester Railway Company, on the ground that it would be a nearer route from Manchester to Leeds, Hull, &c., than the present railway; though the Manchester and Leeds Directors assert that its unfavourable gradients would prevent it from competing with them successfully.

5. The *Sheffield and Chesterfield Junction* line, connecting the town of Sheffield, and the terminus of the Sheffield and Manchester railway, with the town of Chesterfield, by a line of eleven miles—being about eleven miles shorter than the present route via Rotherham.

6. The *York and Scarborough* line, viâ Pickering,—a line which will make a junction with the Whitby and Pickering railway at the latter town. We believe this is to be a *single* line of rails from York to Scarborough.

7. The *Bury and Middleton* line, connecting the town of Bury in Lancashire with the Manchester and Leeds railway at Middleton.

8. An application is also announced for an Act to enable the Manchester and Leeds railway company to purchase the Heywood branch railway.

9. An application is also announced for an Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Railway Companies.

These several applications will make our attorneys, railway directors, surveyors, and engineers very busy during the approaching Session of Parliament; and if all the projects should be successful in Parliament, they will, when carried out, greatly add to the public accommodation in travelling.