

## Leeds and Thirsk Railway.

Harrogate and Pateley Branch, from Starbeck to Pateley Bridge, abandonment of part of Harrogate Branch, and Wharfedale Railway, and East and West Yorkshire Junction Railway Purchase or Lease.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for making and maintaining the railway hereinafter mentioned, with proper works and conveniences connected therewith and approaches thereto, to commence at or near a field Number 92 on the plans of the Harrogate Branch of the Leeds and Thirsk Railway, referred to in the Leeds and Thirsk Railway Act, 1845, in the township of Bilton-with-Harrogate, in the parish of Knaresbrough, all in the West Riding of the county of York, and thence to pass from, in, through, or into the parishes, townships, and extra-parochial or other places of Knaresbrough, Scriven-with-Tentergate, Bilton-with-Harrogate, Nidd, Killinghall, Nidd-with-Killinghall, Ripley, Felliscliffe, Hampsthwaite, Clint, Wreaks, Birstwith, Kirkby - Malzeard, Hartwith, Hartwith-with - Winsley, Darley, Menwith - with - Darley, Bewerley, Dacre, Dacre - cum - Bewerley, Ripon, Dacre-Banks, Warsill, Wilsill, Bishopside, High Bishopside, Low Bishopside, High and Low Bishopside, Pateley, and Pateley Bridge, or some of them, all in the said West Riding of the county of York, and to terminate at or near to the bridge across the River Nidd, at Pateley aforesaid, called Pateley Bridge; and it is proposed by the said intended Act to take powers to abandon so much of the present branch line of railway from Starbeck to Harrogate (being the line fifthly described in the said Leeds and Thirsk Railway Act, 1845,) as will be rendered unnecessary by reason of the construction of the said intended branch by Harrogate to Pateley, and to make the last mentioned line of railway to Pateley in lieu thereof.

And it is also proposed to take powers by the said intended Act to divert, alter, or stop up within the several parishes, townships, and extra-parochial and other places aforesaid, all railways, highways, turnpike-roads, canals, and navigable and other rivers which it may be necessary and expedient to divert, alter, or stop up, in the construction of the said intended works.

And it is also proposed to take powers by the said intended Act to alter, amend, extend, and enlarge the powers and provisions of the Leeds and Thirsk Railway Act, 1845, the Leeds and Hartlepool Railway Act, 1846, the Leeds and Thirsk (St. Helen's Branch Deviation) Railway Act, 1846, and the Leeds and Thirsk Railway (Knaresborough Extension) Act, 1846, and to enable the Leeds and Thirsk Railway Company to carry into effect the objects aforesaid, with powers to purchase lands and houses by compulsion or agreement for the purposes thereof, and to vary and extinguish all existing rights and privileges connected with such lands and houses, or which impede or interfere with the execution of the purposes aforesaid, and to levy tolls, rates, and duties, in respect of the use of the said intended railway and

works, and to grant such exemption from such tolls, rates, and duties, as to such company may seem meet.

And it is also proposed by the said intended Act to empower the said Leeds and Thirsk Railway Company to raise further capital for all or any of the purposes aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November, 1846, maps, plans, and sections describing the line and levels of the said intended new works, and describing also the lands proposed to be taken for the purposes of the said railway, with books of reference thereto, containing the names of the reputed owners, lessees and occupiers of the said lands, will be deposited with the clerk of the peace of the said West Riding of the county of York, at his office in Wakefield, in the said West Riding; and that on or before the said thirtieth day of November, a copy of so much of the said plans and sections, and books of reference as relates to the several parishes in or through which the said new works are intended to pass or be made, will be deposited with the parish clerk of each such parish at his place of abode.

And it is further intended by such Act to enable the Leeds and Thirsk Railway Company to purchase or rent with their respective branches and works, or any part thereof, and the Wharfedale Railway Company, and the East and West Yorkshire Junction Railway Company respectively to sell or demise, in perpetuity or for a term of years, the Wharfedale Railway and the East and West Yorkshire Junction Railway respectively, and all the lands, property, estate, and effects of the said two companies, or either of them, and all the powers, authorities, and privileges vested in and enjoyed by the said two companies respectively, and to enable the said Leeds and Thirsk Railway Company to have, use, exercise, and enjoy the same, as well with reference to the construction and maintenance of the said railways and works respectively, as also with respect to the levying of tolls, rates, and duties thereon, and to enable the said respective companies to enter into and carry into effect, and to confirm all such arrangements or agreements in reference thereto as may be, or may have been mutually agreed on between the said companies, or either of them, or otherwise to authorize and empower the union and consolidation into one undertaking of the said Wharfedale Railway and East and West Yorkshire Junction Railway, or either of them, with the Leeds and Thirsk Railway, and for vesting in one company the railways, branches, and works, and the capital, stock, shares, property, estate, and effects of the said companies respectively, or any two of them, and for enabling such consolidated company to exercise and enjoy all such rights, powers, and privileges as aforesaid, and for such purpose to alter, amend, extend, and enlarge the powers and provisions of the Wharfedale Railway Act, 1846, and the East and West Yorkshire Junction Railway Act, 1846.

Dated the second day of November, 1846.

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