

Kettering and Thrapstone Railway Company.

(Extension to Huntingdon and Branch at Huntingdon; Junctions with and Powers to use Parts of the Great Eastern and the Great Northern Railways, and Stations thereon; Arrangements with the Midland, the Great Eastern, and the Great Northern Railway Companies; Further Money Powers; Change of Name; 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 to empower the Kettering and Thrapstone Railway Company (hereinafter called "the Company") to make and maintain the railways and exercise the powers following, or some of them (that is to say):—Railway No. 1. A railway to commence from and out of the authorised line of the Kettering and Thrapstone Railway, as authorised by the Kettering and Thrapstone Railway Act, 1862, in or near a piece of land in the parish of Islip, in the county of Northampton, numbered 25 in that parish on the plans deposited with the Clerk of the Peace (and parish clerks) for the purposes of that Act, in November, 1861, and to terminate by a junction with the St. Ives and Huntingdon Branch of the Great Eastern Railway, in the parish of St. Mary, Huntingdon, in the county of Huntingdon, at a point 18 chains or thereabouts westward of the crossing on the level by that branch of the occupation road from Huntingdon to the Portholme, which said railway No. 1 will be made, or pass from, in, through, or into the several parishes, townships, and places following, or some of them, that is to say, Woodford, Islip, Thrapstone, Denford, Ringstead, Raunds, Stanwick, Keyston, Hargrave, Covington, and Great Catworth, in the county of Northampton; and Hargrave, Keyston, Covington, Tilbrook, Great Catworth, Kimbolton, Longstow, Easton, Spalwick, Lymage, Graffham, Buckden, Brampton, Offord Cluny, Godmanchester, St. Mary, Huntingdon, in the county of Huntingdon, and Tilbrook, Covington, Dean, Kimbolton, and Great Catworth, in the county of Bedford. Railway No. 2. A branch railway (wholly in the said parish of St. Mary, Huntingdon) to commence from and out of the proposed railway No. 1, in or near a meadow, belonging to Lord Sandwich, and occupied by Dennis Herbert, Esq., lying to the north of Garkeys Backwater, and to the south of, and abutting on, the said St. Ives and Huntingdon branch railway near its junction with the Great Northern Railway at Huntingdon, and to terminate by a junction with the Great Northern Railway at a point 140 feet or thereabouts south of the south end of the east passenger platform of their Huntingdon station.

To deviate laterally from the lines of the intended railways to the extent shown on the plans, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross over or under, divert, alter, or stop up for the purposes of the intended Bill, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, drains, canals, navigations, rivers, bridges, railways, tramroads, telegraphs, and watercourses, within or adjoining the parishes, townships, and places aforesaid, or any of them.

To purchase and take by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the intended Bill, to levy tolls, rates, and charges upon or in respect of the intended railways and works, to alter those which the Company are now authorised to take, to confer exemptions from the payment of such

tolls, rates, and duties, to vary or extinguish all rights and privileges inconsistent with the objects of the intended Bill, and to confer other rights and privileges.

To apply for the purposes of the Bill the existing and authorised funds of the Company, and to empower them for those purposes to raise more money by borrowing, and by the creation of new shares and stock, with or without a preference or priority in payment of interest or dividend, and other special privileges, and in one or more classes, and either as part of their general capital or as a separate capital, and (if deemed fit) to constitute the proposed railways, or part thereof, a separate undertaking for financial purposes, with or without separate directors.

And it is intended to make provision in the said Bill for the following purposes, viz. :—

To empower the Company, and all other Companies and persons lawfully using the intended railways, or either of them, or any part thereof, to work over and use with their engines, carriages, and servants, and for traffic of all kinds, and upon terms, payments, and conditions, to be (failing agreement) determined compulsory by arbitration or otherwise, the railways of the Great Eastern Railway Company from the termination of the intended railway No. 1 to the Huntingdon station of that Company and also that station, and the Great Northern Railway from the termination of the intended railway No. 2. to the Huntingdon station of the Great Northern Railway Company, and also that station, together with all other stations, and all sidings, buildings, offices, approaches, water supplies, telegraphs, signals, engines, machinery, works, and conveniences on, or connected with those railways, or portions of railway and stations, and to require the Companies and persons owning and working those railways, or portions of railway and stations respectively, to afford and render all requisite facilities and services for those purposes.

To authorise and give effect to contracts and arrangements between the Company and the Midland Railway Company for or with reference to the construction, maintenance, working, and using by the contracting Companies, or either of them, of the intended railways and works, or any part thereof; the conveyance, conduct, collection, and delivery of the traffic thereon; the fixing, collection, and appropriation of the tolls and other income therefrom; the rents, payments, drawbacks, and allowances to be made and paid by each or either of the Companies to the other, and all incidental matters.

To authorise and give effect to contracts and arrangements between the Company on the one part, and the Midland Railway Company, the Great Eastern Railway Company, and the Great Northern Railway Company, or any of them, on the other part, for and with respect to the reception, interchange, accommodation, through booking, transmission, and delivery of traffic to, from, and over the respective railways of the contracting Companies, the use of each other's stations, premises, works, and conveniences, and the employment of officers and servants thereat; the rates, charges, tolls, payments, and allowances to be paid and allowed, and the services and facilities to be rendered by, to, and between the contracting Companies, and all incidental matters.

To vary (so far as requisite for the purposes of the Bill) the toll, rates, and charges now authorised to be taken by the Midland Railway Company, the Great Eastern Railway Company, and the Great Northern Railway Company respectively.

To change the name of the Company, and amend the Kettering and Thrapstone Railway Act, 1862, and to amend (so far as necessary for