

In Parliament—Session 1864.

Halifax, Huddersfield, and Keighley Railway.

(Powers over Lancashire and Yorkshire, London and North-Western, Manchester, Sheffield, and Lincolnshire, and Midland Railways).

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.

To incorporate a Company. (herein referred to as "the Company") and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say :

A railway commencing in the township and parish of Huddersfield by a junction with the railways of the London and North Western and Lancashire and Yorkshire Railway Companies, or one of them, at the north end of the passenger platform of the Huddersfield Station, passing through Huddersfield, Far Town Marsh, Deighton, Fixby, Lindley, Lindley-cum-Quarmby, Quarmby, Elland, Elland-cum-Greetland, Stainland, Stainland-cum-Old Lindley, Longwood, Greetland, Holywell, Holywell-green, Exley, North Dean, Southowram, Halifax, Salterhebble, Skircoat, Northowram, Hipperholme, Hipperholme cum Brighouse, Owendén, Illingworth, Mixenden, Queensbury, Queen's-head, Bradford, Clayton, Thornton, Denholme, Wilsden, Allerton, Allerton-cum-Wilsden, Bingley, Cullingworth, Far Oxenhope, Harden, Haworth, Keighley, Laycock, High Uley, Low Uley, Steeton or Steeton with Eastburn, Kildwick, and terminating in the parish of Kildwick and township of Steeton or Steeton with Eastburn, by a junction with the Midland Railway, at a point on that railway immediately opposite Hawk-cliff-cottage.

A railway entirely in the parish of Halifax, commencing out of the said first-mentioned railway, about eight chains southward of the Bethesda Methodist Chapel, near the Town Fields-lane, in the township of Elland or Elland-cum-Greetland, passing through the said township, and the township of Stainland, or Stainland-cum-Old Lindley, and terminating at or near Brook Royd-mill, in the township of Stainland or Stainland-cum-Old Lindley, in the said parish of Halifax.

A railway commencing out of the said first-mentioned railway, about five chains to the south-west of Rushey Fall House, in Damens, in the township and parish of Keighley, and terminating by a junction with the authorized Keighley and Worth Valley Railway, about five chains to the south-west of Lower Hold House, in the same township and parish.

All the said railways and works will be situate in the West Riding of the county of York.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers :

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses so far as may be necessary in constructing or maintaining the said intended railways and works. To purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect

thereof, and to confer on the Company other rights and privileges.

To enable the Company, on the one hand, and the Midland Railway Company, the London and North-Western Railway Company, the Lancashire and Yorkshire Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the South Yorkshire Railway and River Dun Company, and the Keighley and Worth Valley Railway Company, or any or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof, respectively, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made, touching any of the matters aforesaid.

To enable the Company and all Companies and persons, lawfully using 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, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, siding-works, and conveniences connected therewith respectively, that is to say :—

So much of the Lancashire and Yorkshire Railway as lies between the junction therewith of the proposed first described railway and the towns of Huddersfield and Penistone, including the joint and separate station and railways of the Lancashire and Yorkshire, and London and North-Western Railway Companies, at Huddersfield, and the station at Penistone.

So much of the Manchester, Sheffield, and Lincolnshire Railway as lies between the junction therewith of the Lancashire and Yorkshire Railway, at or near Penistone, and the station of the Manchester, Sheffield, and Lincolnshire Railway Company, at Peniston, and between the same junction and the Barnsley Branch of the last-mentioned Company.

So much of the railway of the London and North-Western Railway Company as lies between the junction therewith of the proposed first described railway, and the junction therewith of the Lancashire and Yorkshire Railway Company's line to Penistone, including the use of the said joint station and railways at Huddersfield.

So much of the railway of the Midland Railway Company as lies between the junction therewith of the said proposed first described railway and the towns of Keighley and Skipton respectively, including the use of the Keighley and Skipton Station.

To require the Companies owning the said portions of railway and stations respectively, to receive, book, through, forward, accommodate, and deliver, on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic