

the large chimney of the brickworks belonging to and in the occupation of the said Messrs. William Laycock, Thomas Rhodes Grace, and Thomas Cullingworth, and terminating by a junction with the Keighley and Worth Valley Railway at a point 370 yards or thereabouts north-east of the bridge carrying that railway over the public road leading from Keighley to Harden, and called Park-lane.

A Railway No. 3 to commence by a double junction with the authorized line of the Bradford and Thornton Railway, one of such junctions to commence in a field adjoining Leys Bottom, No. 87 on the said deposited plans of the Bradford and Thornton Railway, in the township of Clayton, and parish of Bradford, belonging to John Foster, Esq., and occupied by Henry Robertshaw, and the other of such junctions to commence in a field 45 yards or thereabouts north-west of the public road called Brow-lane, leading from West Scholes to Hole Bottom, and which field is numbered 112 on the said deposited plans, in the same township, and belonging to Mr. Abraham Bower, and is occupied by Mr. John Scholesfield Briggs, and the said junctions will form a junction with each other in the same township in a field near to and on the north side of Bell Wood, 280 yards or thereabouts west of the said Leys Bottom, belonging to the said John Foster, Esq., and occupied by Mr. Joseph Holt; the said railway will pass from, through, or into Clayton, Bradford, Queenshead, Queensbury, Beggerington, Holdsworth, Northowram, Ovenden, and Halifax, and will terminate by a junction with the Halifax and Ovenden Junction Railway at or near the termination of the said railway as now in course of construction, in a field numbered 186, in the township of Ovenden, in the parish of Halifax, on the plans deposited with respect to the Halifax and Ovenden Junction Railway Act, 1864, which field belongs to the Lancashire and Yorkshire and Great Northern Railway Companies, and is about 100 yards south-west of Holmefield Mill.

All the said railways and works will be in the West Riding of Yorkshire.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Great Northern, the London and North-Western, and the Lancashire and Yorkshire Railway Companies, or any of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill by shares and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said three Companies, and the Keighley and Worth Valley Railway Company, or any of those

Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, 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, construction, 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, sidings, works, and conveniences connected therewith respectively (that is to say):—

The Midland Railway Station at Keighley and so much of the Midland Railway as will give access to that station from Railway No. 1, hereinbefore described.

The Keighley and Worth Valley Railway.

The undertaking authorised by the Bradford and Thornton Railways Act, 1871, together with the use of the Lancashire and Yorkshire passenger station at Bradford, and the Great Northern goods station at Bradford, together with so much of the Lancashire and Yorkshire and Great Northern Railways as will give access to those stations.

The undertaking authorised by the Halifax and Ovenden Junction Railway Acts, 1864 and 1867.

The Bill will or may authorise the Great Northern, the Lancashire and Yorkshire, and the London and North Western Railway Companies, or any of them, jointly or severally, to execute the works hereinbefore described, and to exercise the powers hereinbefore specified, instead of the Company to be incorporated by the Bill, or it may authorise the said three Companies, or any of them, to execute the said works, and to exercise the said powers jointly with the Company, in such proportions and upon such conditions and subject to such restrictions as the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge the powers and provisions of the 9th and 10th Vic., cap. 71, and of any other Acts relating to the Great Northern Railway Company, the 1 and 2 Wm. IV., cap. 60, and 22 and 23 Vic., cap. 110, and any other Acts relating to the Lancashire and Yorkshire Railway Company; the 9 and 10 Vic., cap. 204, and any other Acts