

In Parliament.—Session 1884.

Skipton and North Eastern Junction Railway.

(Revival and Extension of Powers for the Compulsory Purchase of Lands for the Railway authorised by the Skipton and Kettlewell Railway Act, 1880, and Extension of Time for Construction of that Railway, and Change of Name; Alteration of Levels; New Railway to Aysgarth; Compulsory Purchase of Lands; Tolls; Further Capital; Working and Traffic Agreements and Arrangements with North Eastern Railway Company; Confirmation of Agreements; Alteration of Name of Company; Increase of number of Directors; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Skipton and Kettlewell Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

To revive and extend the powers granted by the Skipton and Kettlewell Railway Act, 1880 (hereinafter referred to as "the Act of 1880"), for the compulsory purchase of lands and houses and to extend the time granted by that Act for the completion of the railway thereby authorised, which railway is hereinafter referred to as the authorised line.

To change the name of the Company and the name of the railway, and to declare that the name of the Company shall be "The Skipton and North Eastern Junction Railway Company," and that the name of the railway shall be the "Skipton and North Eastern Junction Railway."

To provide that the extended period for the completion of the authorised line shall apply to the provisions contained in Sections 26 and 27 of the Act of 1880, and to amend those provisions accordingly.

To empower the Company to make and maintain the railway following, or some part or parts thereof, with all proper stations, sidings, approaches, works, and conveniences connected therewith:—

A railway commencing in the township of Threshfield, in the parish of Linton, in the West Riding of the county of York, at a point distant 148 yards or thereabouts, measured in a straight line in a north-easterly direction, from the eastern corner of a house known as Lowfield, in the north-east corner of a field belonging or reputed to belong to the Reverend Thomas Whitaker Nowell, and in the occupation of William Eastwood, and terminating by a junction with the North Eastern Railway (Leyburn and Haves Extension) at a point distant $8\frac{1}{2}$ chains or thereabouts, measured in a straight line in a westerly direction, from the south-western corner of the Aysgarth Station building on that railway, which said intended railway will pass from, in, through, or into the following parishes, townships, or places, or some of them, that is to say, Threshfield, Linton, Burnsall, Conistone, Kilnsey, Conistone-with-Kilnsey, Kettlewell, Starbotton, Kettlewell-with-Starbotton, Arncliffe, Buckden, Cray, and Hubberholme, all in the West Riding of the county of York, and Kidstones (otherwise Kidstones Bank), Bishopdale, Thoraby, Newbiggin, West-Burton, Burton-cum-Walden, Aysgarth, Wensleydale, Carperby,

and Carperby-cum-Thoresby, all in the North Riding of the county of York.

To authorise an alteration of the authorised levels of the authorised line in the townships and parishes of Skipton, Stirton-with-Thorby, Flasby, Flasby-with-Winterburn, Gargrave, Rillstone, Hetton, Burnsall, Cracoe, Linton, and Threshfield, all in the West Riding of the county of York, between the points distant from the commencement of the authorised line 7 furlongs, and 1 mile 1 furlong and 2 chains, 1 mile 5 furlongs 8 chains, and 1 mile 7 furlongs 8 chains, 4 miles, and 4 miles 2 furlongs, 4 miles 4 furlongs and 4 chains, and 5 miles 2 furlongs and 3 chains, 5 miles 5 furlongs and 3 chains, and 6 miles and 1 chain, 6 miles 1 furlong and 8 chains, and 6 miles 3 furlongs and 4 chains, 8 miles 4 furlongs, and 8 miles 7 furlongs, 9 miles 4 chains, and 9 miles 1 furlong and 5 chains, and so far as may be necessary to alter the roads and works connected therewith and consequential upon such alteration of levels.

To empower the Company to acquire by compulsion or agreement and to hold lands, houses, and buildings for the purposes of the intended railway and works, and to vary and extinguish all rights and privileges connected with the lands, houses, and buildings so to be purchased and taken, or which would in any manner impede or interfere with the objects of the Bill, and to confer, vary, and extinguish other rights and privileges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, canals, rivers, and streams within or adjoining to the before mentioned parishes, townships, and other places which it may be necessary to cross, stop up, alter, or divert, in executing the purposes of the Bill.

To empower the Company to demand and recover tolls, rates, and charges for and in respect of the use of the intended railways and works; to vary existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the Company to increase their capital, and to raise a further sum of money for the purposes of the Bill by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To enable the Company on the one hand, and the North Eastern Railway Company on the other hand, to enter into and carry into effect agreements for and with respect to the working, use, management, and maintenance of the authorised line and of the intended new railways and works, or any part thereof, and the supply of rolling and working stock, and of officers and servants for the conduct and conveyance of the traffic on the authorised line and on the intended railways and works, the payments to be made, and the conditions to be performed in reference to such working, use, management, and maintenance, and for and with respect to the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and for and with respect to the fixing of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to confirm or give effect to any agree-