

In the Parish of Llangattwg, in the County of Brecon:

To stop up and discontinue so much as lies between the boundaries of the Company's property of the existing footpath which crosses on the level the Company's Merthyr Tredegar and Abergavenny Railway 400 yards or thereabouts east of the Beaufort Station. And to carry the said footpath over the railway by means of a footbridge:

To empower the Company to acquire by compulsion or agreement and to hold lands in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended new railway deviation, widening, dock, cuts, channels, and other works, and for other purposes, in addition to the lands hereinbefore described or referred to, and also to acquire by compulsion or agreement and to hold for the purpose of extending the station, siding, warehouse, coal-wharf, dépôt, mineral, goods, and other accommodation of the Company, and for other purposes connected with their undertaking, the lands hereinafter described or referred to, or some of them, and to exercise the powers hereinafter mentioned (that is to say):

In the County of Middlesex:

Certain lands in the parish of Saint James, Westminster, being the premises known as the Spread Eagle Office, and numbered 34 and 36 in Regent-street:

In the County of Lancaster:

Certain lands in the township of Penketh, in the parish of Prescott, lying between and adjoining the Saint Helen's Canal and the river Mersey, and extending from 300 yards or thereabouts south-west to 600 yards or thereabouts south-west of the Ferry Lock, between the said canal and the river Mersey:

Certain lands in the township and parish of Liverpool, being the property numbered 21 in Lime-street:

The following lands at Earlestown, in the township of Newton-in-Makerfield, in the parish of Winwick (that is to say):

Certain lands lying on the south side of and adjoining Earle-street West, and situate 400 yards or thereabouts north-west of the junction therewith of Viaduct-street:

Certain other lands forming part of the site of the Company's waggon works south of the south end of Viaduct-street:

Certain other lands lying on the north side of and adjoining the Company's Liverpool and Manchester Railway, and between that railway and Suez-street:

Certain other lands lying on the south and west sides of and adjoining the Company's Liverpool and Manchester and Grand Junction Railways respectively, and between the Sankey Viaduct on the first-mentioned railway and a point on the secondly-mentioned railway 350 yards or thereabouts south-east of the Earlestown Junction Station:

Certain lands in the township of Newton, in the parish of Manchester, lying on the west side of and adjoining the Company's Stockport and Manchester Railway, and being part of the site of the Longsight Station, and the approach thereto from Kirkmanshulme-lane:

Certain lands in the township of Tyldesley-cum-Shakerley, in the parish of Leigh, lying on the south side of and adjoining the Company's Eccles Tyldesley and Wigan Railway, and between the gasworks and Wells-street:

Certain lands in the townships of West Houghton and Over Hulton, in the parish

of Dean, lying on the north-west side of and adjoining the Company's Bolton and Kenyon Railway Deviation No. 1, authorised by "The London and North Western Railway Act, 1880," and near to and north-east of the Chequerbent Station on the said deviation: Certain other lands in the said township of Over Hulton and parish of Dean, lying on the north-west side of and adjoining the Company's Bolton and Kenyon Railway, and at or near to the Hulton Colliery, with power to divert and carry under the said railway, and along the north-west side of the said lands, the existing footpath which now passes along the south-east side of the said railway and crosses the same on the level at or near the said colliery:

Certain lands in the township of Rumworth, in the parish of Dean, lying on the north side of and adjoining the Company's Bolton and Kenyon Railway, and at and near the Rumworth Cotton Mills:

Certain lands in the township and parish of Chorley, lying on the east side of and adjoining the Lancashire Union Railway, and near to and north of Stump-lane, with power to the Company in connection with the said lands and the lands in the township and parish of Chorley which the Company were authorised to acquire by "The London and North Western Railway Act, 1884," to make, maintain, work, and use a short railway or siding in the said township and parish, commencing by a junction with the Lancashire Union Railway at a point 135 yards or thereabouts north of the bridge carrying Stump-lane over that railway, and terminating in the said last-mentioned lands on the east side of the said railway 80 yards or thereabouts south of the said bridge:

Certain lands in the township and parish of Blackburn lying on the south-east side of and adjoining the railway of the Lancashire and Yorkshire Railway Company from Blackburn to Preston, and between the junction with that railway of the said Company's railway from Blackburn to Bolton and the river Darwen, and including a portion of the site of Hamilton-street:

In the West Riding of the County of York:

Certain lands in the township of Golcar, in the parish of Huddersfield, lying on the south-east side of and adjoining the road leading from the Golcar Viaduct, on the Company's Huddersfield and Manchester Railway, to the road known as Co-operative-lane, Golcar, and north-west of and near to the Golcar Station on the said railway:

Certain lands in the township and parish of Thornhill, lying on the north-west side of and adjoining the Company's Leeds and Dewsbury Railway, and between the Dewsbury or Thornhill Junction of that railway with the Lancashire and Yorkshire Railway and the Calder and Hebble Navigation (Thornhill Cut):

To empower the Company to carry out the stopping up and diversion in the township of Saddleworth, in the parish of Rochdale, in the West Riding of the county of York, of the bridle road known as Pickhill-lane, authorised by Sub-section 11 of Section 17 of "The London and North Western Railway Act, 1882," according to the deposited plans referred to in that Act, and to repeal Sub-section 15 of Section 13 of "The London and North Western Railway (Additional Powers) Act, 1883:"