

on-the-Hill, Alperton, Twyford, Harlesden Green, and Willesden, and terminating in a field in the parish of Willesden, numbered 481 on the 25-inch ordnance map, at the stream on the said ordnance map called "Canal Feeder," at a point on the said stream distant 197 yards, or thereabouts, from the junction of the fences dividing the fields numbered 481, 485, and 485A on the said ordnance map measured in a south-westerly direction from such junction of fences.

4. A Railway (No. 4), commencing in the parish of Willesden, by a junction with the intended Railway No. 3 at the termination thereof before described, thence passing from, in, through, or into the parishes, townships, and places of Willesden, Harlesden Green, and Acton, and terminating in the parish of Willesden by a junction with the local passenger lines of the London and North-Western Railway Company at a point on the said railway 44 yards or thereabouts distant from the centre of the bridge carrying the Midland and South-Western Junction Railway over the London and North-Western Railway, measured along the last-mentioned railway in the direction of Willesden Station.
5. A Railway (No. 5), commencing in the parish of Willesden by a junction with the intended Railway No. 3 at the termination thereof before described; thence passing from, in, through, or into the parishes, townships, and places of Willesden and Harlesden Green, and terminating in the parish of Willesden by a junction with the Midland and South-Western Junction Railway, at the south end of the platforms of the Stonebridge Park, otherwise Harrow-road station, on that railway.
6. A diversion or widening of the river Brent in the parishes of Harrow-on-the-Hill and Twyford, to enable the intended Railway No. 3, to pass under the bridge or viaduct, carrying the London and North-Western Railway over the said river.

To authorise the Company to deviate laterally from the lines, and vertically from the levels, of the proposed works shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorised or prescribed by the Bill.

To authorise the Company, by agreement or otherwise, to carry the intended Railway No. 4, over, under, or on the level of the goods lines of the London and North-Western Railway Company, near Willesden, and, if necessary, to alter the level of the said goods lines for that purpose, or to make such other alterations and arrangements as may be requisite to form a junction between Railway No. 4 and the local passenger lines near Willesden, and also to cross, divert, alter, or stop up temporarily or permanently all such turnpike and other roads, highways, streets, footpaths, pipes, sewers, canals, towing paths, rivers, streams, watercourses, bridges, railways, tramways, and telegraphic and telephonic apparatus, as it may be necessary to interfere with in constructing, working, or maintaining the intended railways, or any of them.

To authorise the Company to purchase and take by compulsion or agreement lands, houses, and other property for the purposes of the intended railway and works, and to acquire easements, rights, or interests in, over, or affecting the same; and, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and

take part of any house, building, manufactory, or premises, without being required or compelled to purchase the whole thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

To underpin or otherwise secure any houses, bridges, or buildings which may be rendered insecure, or be likely to become insecure by reason of the construction or working of the intended railway, or of any works of the Company, and which houses, bridges, and buildings the Company do not require to purchase for the purposes of the undertaking.

To sell, mortgage, lease, or appropriate for building, or otherwise dispose of any land adjacent to the railway, which may be purchased or acquired under the powers of the Bill, and not be eventually required for the purposes of the Company, without being subject to the provisions of the Lands Clauses Consolidation Act, 1845, relating to surplus lands.

To enable the Company to demand, take, and recover tolls, rates, and duties, upon or in respect of the intended railways, and upon the portions of railway which it is proposed to run over and use, as hereinafter mentioned, to alter existing tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company, interest or dividends on any shares or stocks of the Company for such period as may be limited by the Bill.

To empower the Company, and any company or person for the time being working or using the railways of the Company, or any part thereof, by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates, as may be agreed on or settled by arbitration, or prescribed by the Bill to run over and use with their engines and carriages, officers and servants, for the purposes of traffic of every description, the portions of railway following (that is to say):—

(a.) So much of the local passenger and goods lines of the London and North-Western Railway Company as are situated between the termination of the intended Railway No. 4, and Willesden Station, including the use of so much of that station as is used for local passenger and goods traffic.

(b.) So much of the Midland and South-Western Junction Railway as is situated between the termination of the intended Railway No. 5 and the Midland Railway at Child's Hill and Cricklewood, including so much of the Child's Hill and Cricklewood Station as is used for local passenger and goods traffic.

And to use all other stations, approaches, roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines and carriages, booking and other offices, warehouses, sidings, junctions, works, and conveniences of or connected with the said portions of railway respectively.

To empower the Company on the one hand, and the London and North-Western Railway Company, the North London Railway Company, and the Midland Railway Company, or any of those Companies, on the other hand, from time to time to enter into and carry into effect, agreements with respect to the working, use, management, and maintenance of the railways and works of the Company, or any part or parts thereof; the collection, management, regu-