

in, or attached to, the Rotherham, Maltby and Loughton Railway Company, and to enable the Great Central Company to exercise all or some of the powers, rights, and privileges of that Company under the Act of 1905, and to make provision for the dissolution and winding up of the affairs of that Company and for the release, if thought fit, of the deposit fund referred to in sections 35 and 36 of the said Act deposited as security for the completion of the railways thereby authorized, hereinafter referred to as the Rotherham Railway.

7. To enable the two Companies and the Joint Committee, or either of them, and the Great Central Company and the Company respectively as the case may be, to demand, take and recover tolls, rates and duties upon or in respect of the Northern Line and the Southern Line, or either of them, and the Rotherham Railway, or any part or parts thereof, and works connected therewith respectively, and upon the railways and portions of railway stations and works which it is proposed to authorize the Company to run over, work and use as hereinafter mentioned, and to alter the tolls, rates and duties now authorized to be taken thereon or in respect thereof, and to confer, vary or extinguish exemptions from the payment of any such tolls, rates and duties.

8. To empower the Company either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on or as may be settled by arbitration, or provided by the Bill, to run over, work and use with their engines, carriages and wagons, officers, and servants whether in charge of engines and trains, or for any other purposes whatsoever, and for the purposes of traffic of every description (including traffic to or from the Ravenfield, Dalton, Roundwood and any other collieries between the commencement of Railway No. 1 authorized by the Act of 1905 and the junction of Railway No. 3 authorized by that Act with Railway No. 2 authorized by the Act of 1902), destined for or arising at places on the railway or dock Undertaking (including the authorized joint dock of the Company and the North Eastern Railway Company) of the Company or any line which they work or of which they are now or will be under the powers of the Bill joint owners.

(a) Railways Nos. 1, 1a, 1b, 1c, 2, 2a, 3 and 3a authorized by the Act of 1905; and

(b) So much of the Railway of the Great Central Company as lies between the junction therewith, near Kilnhurst, of Railway No. 2a authorized by the Act of 1905, and the junction therewith at Stairfoot of the Company's Railway,

together with all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways and portions of railway or any of them.

9. To provide for the cesser or partial cesser of such running powers in certain events to be prescribed by the Bill and upon such cesser to require and compel the Great Central Company to receive, book through, forward, accommodate and deliver on over and from the railways and undertaking belonging to them or under their control and management and at the stations, warehouses, wharves, and booking offices thereof respectively all trains, wagons, trucks, and traffic of whatever description coming from or destined for the undertaking of the Company or places beyond, upon such terms and conditions (reciprocal or otherwise) as may be agreed on or be settled by arbitration

or defined in the Bill, and if need be for the purposes aforesaid to alter the tolls, rates, and charges which the Great Central Company may receive and take on their undertaking including the railways authorized by the Act of 1905.

10. To authorize the Company to make and maintain in the West Riding of the county of York the railway hereinafter mentioned, or some part or parts thereof respectively, together with all necessary or convenient stations, sidings, bridges, approaches, roads, works, and conveniences connected therewith, that is to say:—

A railway (Frickley Branch Railway) commencing in the parish of Hooton Pagnell, in the rural district of Doncaster, by a junction with the Wath Branch of the Company's Hull and Barnsley Railway at a point 5 yards or thereabouts measured in a southerly direction from the south end of the down platform of the Moorhouse and South Elmsall Passenger Station, passing through the parish of Clayton with Frickley in the above rural district, and terminating in the parish of South Elmsall, in the rural district of Hemsworth, in the property numbered on the Ordnance Map (Scale $\frac{1}{2500}$, 1893 Edition) 88 in that parish, at a point 6 chains or thereabouts measured in an easterly direction from the westernmost corner thereof.

11. To authorize the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such an extent as may be authorized by or determined under the powers of the Bill, and in either case, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

12. To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such roads, lanes, highways, streets, footpaths, pipes, sewers, streams, watercourses, bridges, railways, tramways, gas, water and other pipes, telegraphic and telephonic apparatus, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

13. To authorize the Company to purchase and take by compulsion or agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended railway and other works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments, so purchased or taken.

14. To enable the Company to levy tolls, rates, and duties upon, or in respect of the railway proposed to be authorized by the Bill, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

15. To empower the Company to purchase and acquire by compulsion or agreement, and to hold, appropriate, and use for the general purposes of their Undertaking, or for such purposes as may be specified in that behalf in the Bill, the lands and buildings hereinafter described or referred to, or some part or parts thereof, respectively, and to sanction and confirm the purchase of any of the lands which may have been effected before the passing of the intended Act, and the expenditure of money by the Company in reference to any such purchase, that is to say:—

Lands and buildings in the parish of Aulaby, in the rural district of Sculcoates, in the East