

of traffic between the railways owned or worked by those Companies respectively; and to make, erect, and maintain such buildings, platforms, and other station accommodation accordingly, and thereafter to use, manage, work, and enjoy the same, jointly or otherwise, as may be found convenient; and severally to raise, by shares, stock, or borrowing, and apply for all or any of the purposes aforesaid, further capital, or any existing capital, of the said Companies respectively; and to enter into, make, and perform all such assurances, contracts, and arrangements for or with reference to all or any of the purposes aforesaid (including the cost and expenditure thereon, or incident thereto, from time to time), or otherwise, for facilitating the interchange and transshipment of traffic between the railways worked by the same Companies respectively, and effectuating the objects of the said intended Act, or any of them, as the same Companies may from time to time mutually agree upon; and jointly or separately to levy and raise tolls, rates, and duties for the use of the said lands, buildings, or other accommodation, and to apportion and appropriate the same tolls, rates, and duties between and by the same Companies; and to enable the said Salisbury and Yeovil Railway Company, if they so think fit, to concur and participate in all or any of such acts, assurances, and arrangements, and also to have, exercise, and enjoy all or any of the rights, powers, and privileges aforesaid; and to confirm all assurances and contracts entered into by the said three Companies, or any two of them, for or with reference to all or any of the purposes aforesaid:

7. To authorise and require the Company to make and maintain a railway, with all proper works and conveniences connected therewith, commencing in the parish of Romsey Extra, in the county of Southampton, from and out of the Bishopstoke and Salisbury branch of the London and South Western Railway, at or near the point where the same branch railway passes over the Andover Canal in the same parish, and terminating in the parish of Millbrook, in the same county, by a junction with the Southampton and Dorchester Railway of the London and South Western Railway Company, at a point four furlongs, or thereabouts, to the eastward of the Redbridge Passenger Station House, on the last-mentioned railway, and to pass in, from, through, or into, the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say: Romsey Extra, Timsbury, Ashley Meads, Belbins, West Wellow, Embley, East Wellow, Frenchmore, Broughton (including Oakley Mead and Pittleworth), Market-place, Cherville-street, Romsey Infra, Timsbury, Fishlake, otherwise Fishlett, Cupernham, otherwise Kipperham, Wools, Sparshot, Ranvill's, Mainstone, North Baddesley, East Grove, Woodbury, otherwise Woodley, Ashfield, South Stoneham, North Stoneham, Chilworth, Scudamore, otherwise Skidmore, Romsey Extra, Lee, otherwise Lea, Grove-place, Nursling, otherwise Nutshalling, Moor, Court Farm, Wade and Ower, Testwood, Wigley, South Ealing, otherwise Eling, Tachbury, North Ealing, otherwise Eling, Ealing, otherwise Eling, Shirley, Redbridge, Sidford, Lungley, Eling, otherwise Ealing, the Shore and Mudlands of the Southampton Water in Millbrook, otherwise Millbrook, and in Testwood, the Shore and Mudlands within high water mark, Hill and Sidford, Freemantle and Milbrook, otherwise Millbrook, in the county of Southampton.

8. To enable the Company to make and maintain a new carriage approach road, with all proper

works and conveniences connected therewith, commencing in the parish of Romsey Infra, from and out of and by a junction with the Romsey and Stockbridge Turnpike Road, about 100 yards south of the point where the Bishopstoke and Salisbury Branch Railway passes over that turnpike-road, and terminating in the parish of Romsey Extra by a junction with the road leading from the town of Romsey to the Romsey Station on the said branch railway, at or near the foot of the raised approach or inclination on the same road towards the said station; and to be made in, and pass through, and into, the several parishes, townships, and extra-parochial and other places following, or some of them, viz.: Romsey Infra, Cupernham, Fishlake, otherwise Fishlett, and Romsey Extra, in the county of Southampton.

9. To enable the Company or the trustees of the Whiteparish, Romsey, and Southampton turnpike roads (hereinafter called "the Trustees"), to make a new road, with all proper works and conveniences connected therewith, commencing in the parish of Romsey Extra, from and out of, and by a junction with the Romsey and Southampton turnpike road, near and south of the first turnpike gate thereon south of the town of Romsey, and terminating in the same parish by a junction with the same turnpike road, about one chain eastward of the bridge called Ashfield bridge, which carries it over the Andover Canal, the same new road to be wholly made in and pass through or into the parish of Romsey Extra; and to authorise (after the completion of the said intended new road) the stopping up and abandonment as a turnpike or public highway of the existing turnpike road, or of part thereof, between the same points, and, instead thereof, the adoption, maintenance, and use of the said intended new road as a turnpike road by the said trustees and the public.

10. To enable the Company, or the surveyors of highways for the parish of Romsey Extra (hereinafter called the "Surveyors of Highways"), to make and maintain a new carriage road, with all proper works and conveniences connected therewith, commencing in the parish of Romsey Extra, from and out of and by a junction with the said turnpike road, at or near the point thereon hereinbefore described as situate about one chain eastward of the said Andover Canal-bridge called Ashfield Bridge, and terminating in the same parish by a junction with the public highway leading from Lee and Nutshalling to the said Romsey and Southampton turnpike road, near and on the east side of the bridge called Lee Bridge, which carries that highway over the Andover Canal; and to authorise (after the completion of the said intended new carriage road) the stopping up and abandonment as public highways of so much of the existing public highway and footpath respectively in the same parish respectively leading from the said turnpike road towards Lee and Skidmore as are respectively situate between the point at which the said public highway and footpath respectively diverge out of the said turnpike road near the lodge in Broadlands Park called the Southampton Lodge, occupied by John Mills, and the point where the said public highway and footpath respectively pass or reach the lodge in Lee Park occupied by James Dawkins, and of such part of the public highway branching eastward towards Ashfield out of the public highway so intended to be stopped up and abandoned as lies between it and the Andover Canal at the bridge called Four Lanes Bridge, and to authorise the adoption, maintenance, and use of the said last-mentioned intended new roads as public highways