

In Parliament.—Session 1873.

London and South Western Railway (No. 2).

(New Railways and diversion of part of West London Extension Railway and closing part of Company's Railways in the parish of Saint Mary, Battersea—Diversion of Public Carriage Road from Nursling Mill to Redbridge—Revival of Powers for Widening Company's Railway near Basingstoke Station—Revival of Powers for Part and New Line in lieu of Remainder of Railway F, authorised by South Western (General) Act, 1871—Tolls—Purchase of Lands for Works, &c., and for Additional Station and other Accommodation, Ballast, &c.—Extinguishing Rights over Company's Line in the parish of Twickenham, and over Saint Lawrence-road, Southampton, and part of Sussex-street, New-road, Battersea—Application of Funds and further Money Powers—Running Powers and Facilities over Railways of, and Agreements with, and other Provisions affecting Devon and Cornwall Railway Company—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to effect the purposes, or some of the purposes following, that is to say:

1. To authorise and empower the London and South Western Railway Company (in this notice called "the Company") to make and maintain the works hereinafter described, or some of them, or some part or parts thereof respectively, with all necessary works and conveniences connected therewith, that is to say:

(A.) A railway (Battersea Line No. 1) wholly in the parish of Saint Mary, Battersea, in the county of Surrey, commencing by a junction with the Windsor and Richmond line of railway of the Company, at a point about five chains eastward from the bridge (hereinafter called Falcon-lane-bridge) by which the Company's railways are carried over Falcon-lane, and terminating by a junction with the same line of railway at a point about ten chains westward from the point at which the same railway crosses Plough-lane.

(B.) A railway (Battersea Line No. 2) wholly in the parish of Saint Mary, Battersea, commencing by a junction with the line of railway of the Company (hereinafter called the Company's Ludgate line) which leads from Clapham Junction Station to join that part of Railway No. 3 authorised by the London, Chatham, and Dover Railway (New Lines) Act, 1864, which belongs to the London, Chatham, and Dover Railway Company, at a point about five chains eastward from Falcon-lane-bridge, and terminating at a point immediately to the eastward of Plough-lane, and about two chains and a half northward of the point at which the Richmond and Windsor line of the Company crosses that lane on the level.

(C.) A diversion in the parish of Saint Mary, Battersea, in the county of Surrey, of so much of the branch railway of the West London Extension Railway leading from that railway to Clapham Junction Station as lies westward of a point thereon about four chains eastward from the junction (on or near Falcon-lane-bridge) of that branch railway with the Company's Ludgate line, for the purpose of connecting and so as to connect that branch railway with the intended railway (Battersea Line No. 2) at a point about ten yards south-westward from

the centre of the northern face of Falcon-lane-bridge.

(D.) A diversion in the parish of Nutshalling, otherwise Nursling, in the county of Southampton, of the public carriage road leading from Nursling Mill, over the railway of the Company to Redbridge; such diversion to commence at or near the point where the road is carried over the old canal near Weston-house, and to terminate at or near the bridge where the same road is carried over the railway of the Company.

2. To enable the Company to close for public traffic the railway (between points respectively immediately eastward of Falcon-lane-bridge, and of Plough-lane, Battersea) authorised by the South Western Railway (Various Powers) Act, 1864, and so much of the Company's Ludgate line as lies to the westward of the point of commencement of the intended railway (Battersea Line No. 2).

3. To make provision for the ownership, maintenance, renewal, repair, and control of the diverted portion of the West London Extension Branch Railway, and the site and soil thereof, and the junction thereof with the intended railway (Battersea Line No. 2), and to enable the West London Extension Railway Company, or the Company to levy and take tolls and charges in respect thereof.

4. To vest in the Company the site and soil of so much of the public carriage road leading from Nursling Mill to Redbridge as lies between the commencement and the termination of the diversion thereof proposed to be authorised by the Bill, and to extinguish all public and other rights over or affecting that portion of road.

5. To revive the powers conferred on the Company by the South Western Railway (General) Act, 1869, for the purchase and taking of land for, and for the construction of, the widening by that Act authorised to be made of the main line of railway on the south side thereof, near and to the westward of the Basingstoke station thereon.

6. To revive the powers conferred upon the Company by the South Western Railway (General) Act, 1871, for the purchase and taking of lands and houses for, and for the construction of, so much of Railway F, by that Act authorised as lies between the authorised termination of that railway and the point marked on the deposited plans referred to in that Act, denoting the distance of one furlong from the authorised commencement of that Railway F, and to extend the time limited by the Act of 1871, for the purchase and taking of lands for, and for the construction of, the portion of Railway F, so to be revived, and to authorise the Company to construct in lieu of, and in substitution for, the remainder of the said authorised Railway F, a railway commencing in the parish of St. James, in the town and county of the town of Poole, by a junction with the authorised Railway F, at or near the point above described denoting the distance of one furlong from the authorised commencement of that railway, and terminating in the Tything of Longfleet and parish of Canford Magna, in the town and county of the town of Poole and county of Dorset, or one of them, by a junction with a siding of the Company in their new Poole Station, on the south-west side of the horse-loading bank in that station.

7. To empower the Company to deviate laterally from the respective 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.