

signed, Messrs. Fowler, Christie, and Co., Victoria Mansions, Westminster.

All parties desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so, by letter addressed to the Assistant-Secretary of the Railway Department of the Board, on or before the 15th day of January next, and copies of the objections must at the same time be sent to the Promoters, addressed to the undersigned, Messrs. Fowler, Christie, and Co.

Dated this 15th day of November, 1882.

*Fowler, Christie, and Co., Victoria Mansions, Westminster, Solicitors and Parliamentary Agents.*

In Parliament—Session 1883.

Oxted and Groombridge Railway (Croydon and London Extension).

(Construction of Railways from Sanderstead to Dulwich; New Road at Croydon; Stopping up of Roads; Compulsory Purchase of Lands; Tolls; Running Powers over Railways of Facilities against, Agreements with, and other Provisions affecting London, Chatham, and Dover, London, Brighton, and South Coast, and South Eastern Railway Companies, and Powers to those Companies to raise and apply Moneys and contribute to the Undertaking of the Company; Extension of Time for Purchase of Land and Construction of Railways already authorised; Increase of Capital and Payment of Interest or Dividends thereout; Amendment of Acts and other Powers.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Oxted and Groombridge Railway Company (who are hereinafter called "the Company") for leave to bring in a Bill (hereinafter called "the Bill") for effecting the purposes, or some of the purposes, following (that is to say):—

1. To authorise the Company to make and maintain the railways, road, and works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

Railway No. 1.—A railway, all in the parish of Sanderstead, in the county of Surrey, commencing by a junction with the up line of Railway No. 1 (Croydon to Oxted) authorised by the London, Brighton, and South Coast Railway (Croydon, Oxted, and East Grinstead Railways) Act, 1878 (hereinafter called "the Act of 1878"), now in course of construction at or near a point 166 yards or thereabouts, measured in a southerly direction from the southern end of an accommodation bridge carrying that railway over a portion of Purley Downs, such bridge being on the south-east side of, and distant about 230 yards from, Purley House, part of the property numbered 25 in the said parish on the published Ordnance map (on a scale of  $\frac{1}{25000}$ ) of that parish, and terminating at or near a point in the northern corner of the field numbered 40 in the said parish on the said map, which point is on the southern side of, and 100 yards or thereabouts distant from the bridge carrying the main line of the London, Brighton, and South Coast Railway Company (hereinafter called "the Brighton Company"), over

the road leading from the "Red Deer" public-house, in the Brighton-road, in the parish of Croydon, to the village of Sanderstead.

Railway No. 2.—A railway, all in the parish of Sanderstead, commencing by a junction with the down line of the said Railway No. 1 authorised by the Act of 1878 at or near the point above described as the commencement of Railway No. 1 intended to be authorised by the Bill, and terminating at or near the point above described as the termination of the same railway.

Railway No. 3.—A railway commencing in the parish of Sanderstead by a junction with Railways Nos. 1 and 2 intended to be authorised by the Bill, at the termination thereof respectively, as above described, and terminating in the parish of St. Giles, Camberwell, in the county of Surrey, by a junction with the main line of the London, Chatham, and Dover Railway Company (hereinafter called "the Chatham Company") at or near the south-eastern end of the platforms of their Dulwich station.

Which said intended railways and works will be made or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Sanderstead, Croydon; St. Mary, Lambeth; and St. Giles, Camberwell, all in the county of Surrey.

Road in Croydon:—A road wholly situate in the town and parish of Croydon, in the county of Surrey, commencing by a junction with the road known as Scarbrook-road at or near the southernmost corner of the piece of ground on which the public baths are erected, and terminating in the road or street known as Old Town at or near a point 235 yards or thereabouts, measured in a northerly direction along that road or street from its junction with the road known as Duppas Hill-lane.

2. To authorise the Company to stop up, divert, or discontinue as public highways, passages, and footpaths, and to extinguish all rights of way over and to appropriate to the purposes of the Company and their undertaking, and to vest in the Company the site and soil of the following roads, passages, and footpaths (that is to say):—

The road known as The Avenue, Duppas Hill, in the parish of Croydon.

The roads, passages, or footpaths known as Hill-street and Hill-place, in the parish of Croydon, and leading into the road or street known as Old Town.

The road known as Dagmar-road, near the South Metropolitan Cemetery at Lower Norwood, in the said parish of St. Mary, Lambeth, from the northern end of the said road to the junction thereof with the road known as Hamilton-grove, the total length of the said Dagmar-road to be interfered with being 150 yards in length or thereabouts.

3. To authorise the Company, notwithstanding anything contained in the Railways Clauses Consolidation Acts, to deviate laterally from the lines of the intended railways, road, and works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill; and also to deviate vertically, as may be provided by the Bill, from the levels shown on the sections hereinafter mentioned.

4. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads,