

over that railway close to Stourbridge Junction Station, and in the field numbered 1449 on the tithe commutation map for the parish of Oldswinford, and terminating in the parish of Pedmore, in the field numbered 127 on the tithe commutation map of that parish, and at a point 15 yards or thereabouts west of the house known as Portland House, in the occupation of William Rolinson.

3. A Railway No. 3, commencing in the parish of Pedmore, by a junction with Railway No. 2, at the termination thereof as above described, and terminating in the parish of Chaddesley Corbett by a junction with Railway No. 1 at the termination thereof as above described.

4. A Railway No. 4, wholly in the parish of Pedmore, commencing by a junction with Railway No. 3 at the commencement thereof as above described, and terminating by a junction with the Great Western Railway at the bridge crossing the road from Pedmore to Oldswinford over that railway.

5. A Railway No. 5, commencing in the parish of Chaddesley Corbett by a junction with Railway No. 1 at the termination thereof as above described, and terminating in the parish of Bromsgrove in the back yard of the house and shop on the east side of High-street, Bromsgrove, occupied by William Job Leadbetter.

6. A Railway No. 6, commencing in the parish of Bromsgrove by a junction with Railway No. 5 at the termination thereof as above described, and terminating in the township of Redditch, in the parish of Tardebigg, on the east side of the Birmingham-road at a point nearly opposite the end of Clive-road.

7. A Railway No. 7, wholly in the parish of Stoke Prior, commencing by a junction with Railway No. 6, at a point thereon 60 chains or thereabouts north-westward of the commencement of that railway as above described, and in the field numbered 89 on the tithe commutation map for the said parish, and terminating by a junction with the Midland Railway at the occupation bridge over that railway near Newton Farm, and 22 chains or thereabouts south of Bromsgrove Station.

The intended railways above described will be made or pass from, in, through, or into the parishes, townships, and extra-parochial and other places following, or some of them (that is to say:—Kidderminster (parish and foreign of) Stone Chaddesley Corbett Shenstone Oldswinford Pedmore Hagley Clent Broom Belbroughton Bromsgrove Tardebigg Stoke Prior and Redditch all in the county of Worcester.

A Railway No. 8, commencing in the township of Redditch, in the parish of Tardebigg, all in the county of Worcester, by a junction with Railway No. 6 at its termination as above described, and terminating in the parish of Hampton in Arden, in the county of Warwick, by a junction with the Midland Railway from Whitacre to Hampton, at a point $14\frac{1}{2}$ chains or thereabouts from the junction of that railway with the London and North Western Railway.

The said intended Railway No. 8 will be made or pass from or through or into the several parishes, townships, and extra-parochial or other places following or some of them (that is to say):—Redditch Tardebigg Beoley Ipsley and Oldberrow in the county of Worcester and Sambourne Coughton Studley Spernel Moreton Bagot Ullenhall Wootton-Wawen Henley in Arden Beaudesert Rowington Baddesley-Clinton Balsall Knowle Barston Lapworth Kingswood Lowsonford Buswood Old Stratford Preston

Bagot and Hampton in Arden all in the county of Warwick.

To empower the Company to purchase and take by compulsion or agreement for the purposes of the intended railways, or any of them, and to hold lands, houses, and other property in the parishes, townships, and places aforesaid, and to take a part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To vary or extinguish all existing rights and privileges connected with any such lands or houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them, and to confer other rights and privileges.

To authorise the Company to cross, alter, divert, and stop up permanently as well as temporarily such turnpike, highway, or other roads, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, waters, water-courses, sewers, drains, pipes, and telegraphic and telephonic apparatus, as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making and maintaining, or using the said intended railways or any of the works, approaches, stations, or conveniences connected therewith.

To empower the Company to levy tolls, rates, and charges, upon or in respect of the said intended railways and works, and for the conveyance of passengers, animals and goods thereon, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company and any other Company or Companies running over, working, or using the intended railways, or any part thereof, to run over and use with their engines and carriages, officers, servants, and for the purposes of traffic of every description the portions of railways hereinafter described (that is to say):—

1. The portion of the Great Western Railway situate between the junction with that railway of Railway No. 4, and the Stourbridge Junction Station.
2. The portion of the Midland Railway situate between the junction with that railway of Railway No. 7, and the Bromsgrove Station.
3. The portion of the Midland Railway situate between the junction with that railway of Railway No. 8, and the Hampton Junction Station.

And to use the said stations and the roads, signals, water, watering places, engine sheds, offices, warehouses, sidings, junctions, works, and conveniences connected therewith, and with the said portions of railway respectively upon payment of such tolls, rates, charges, or other remuneration, and upon such terms and conditions as shall be mutually agreed upon between the Company and the Companies exercising such powers, and the Company or Companies to whom the railways to be run over belong respectively, or some or one of them as the case may be, or failing such agreement as shall be settled by arbitration or otherwise prescribed or provided for by the intended Act.

To enable the Company and the Great Western Railway Company and the Midland Railway Company, or any or either of them, to enter into and carry into effect agreements with respect to the several matters aforesaid, or any of them, and with respect to the construction, working, use, management, and maintenance of the said intended railway and works, or any part or parts