

Wokingham Railway of the road and path known as Tangley or Langboro' Crossing, leading from Tangley to Langboro'-lane and Gipsy-lane, and situated in the parish of Wokingham, in the county of Berks, about 48 chains distant south-eastward from Wokingham Junction, and the deviation of the said road and path and construction of a foot-bridge in lieu thereof.

And the Bill will or may vest in the Company the site and soil of the portion of road and path so intended to be stopped up, and extinguish all public and other rights of way, and other rights, over or affecting the same.

To empower the Company, for all or any of the purposes of their undertaking, to enter upon, purchase, and acquire, by compulsion or otherwise, the lands, buildings, and properties hereinafter mentioned, or some of them, or some part or parts thereof respectively, or estates, rights, or interests in or easements over the same, and the Bill will extinguish all public or other rights of way or other rights in, over, or affecting any such lands, buildings, and properties (that is to say)—

- (1) Lands in the parish of Wandsworth, on the south side of the Company's Richmond Line, between Wandsworth-lane and Point Pleasant.
- (2) A piece of land containing three roods and eleven perches, or thereabouts, in the parish of Barnes, on the south side of and adjoining the Company's Richmond Line, and lying between the Company's approach road, on the south side of their railway, to the Barnes Passenger Station, and the level crossing over the said Richmond line, immediately to the west of that Passenger Station.

The land (2) above described is, or is reputed to be, common or commonable land, and forms part of Barnes Common, and the Bill will or may authorise the Company to give in exchange for the said land (2) other land adjoining Barnes Common, and will or may provide that the land so given in exchange shall become and form part of Barnes Common, and be subject to the provisions of the Metropolitan Commons Act, 1866, the Metropolitan Commons Amendment Act, 1869, the Metropolitan Commons Supplemental Act, 1876, and the scheme confirmed by the last-mentioned Act and the bye-laws, rules, and regulations made or to be made under the said Acts and scheme respectively, and the Bill will or may authorise the Company and the Conservators of Barnes Common to enter into and carry into effect contracts, agreements, and arrangements with reference thereto or otherwise.

- (3) Lands in the parish of Chertsey, on the south-western side of and adjoining the Company's Weybridge and Chertsey Line, at the north-western end of Addlestone Station.
- (4) Lands in the parish of Woking, between the Company's main line and their Guildford Junction Railway, and to the south-west of the Company's Gasworks in the said parish.
- (5) Lands in the parish of Farnham, on the north-west side of and adjoining the Company's Farnham and Alton Branch, and between the public road leading from Wrecclesham to Farnham and the Company's ballast land in the said parish.
- (6) Lands in the parish of Merton, on the south side of and adjoining the Company's railway lying between two points, distant respectively 49 chains and 78 chains, measured in a north-easterly direction along the railway, from the public road, known as Traps Lane, which passes under the railway at Coombe and Malden Station.

- (7) Lands in the parish of Wimbledon, on the south-east side of and adjoining the Company's Railway, lying between two points distant respectively 37 chains and 63 chains, measured in a south-westerly direction along the railway, from the bridge carrying the public road over the railway at Wimbledon Station.

All the above lands (1 to 7) are situate in the county of Surrey.

- (8) Lands in the parish of Eling, and county of Southampton, on the south side of and adjoining the Company's Southampton and Dorchester Line, and between Totton Station and Junction-road.
- (9) Lands in the parish of South Stoneham, and county of Southampton, on the east side of and adjoining the Company's main line and their lands at Bishopstoke Station, and on the north-east side of the Company's Portsmouth and Gosport Branch, and extending from the Winchester and Southampton Canal (otherwise known as the Itchen Navigation Canal), on the north to the road leading from the Bishopstoke Station to Barton Mill and Bishopstoke on the south, and also extending from the last mentioned road on the north to the junction between the Company's goods lines and the Portsmouth branch on the south.
- (10) Lands in the parish of Axminster, and county of Devon, abutting upon and on the south-east side of the Company's Axminster Station.

And the Bill will or may extinguish all public and other rights of way, and other rights, if any, over, within, or across the Company's good yard and premises at Axminster Station.

To empower the Company and the Wimbledon and West Metropolitan Junction Railway Company from time to time to enter into, and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, undertakings, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or either of them, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the other of them, the employment of officers and servants, and the appointment of Joint Committees for carrying into effect any objects or provisions of any such contracts, agreements, or arrangements, or of the Bill, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To extend the times limited respectively by the Kingston and London Railway Act, 1881, for the compulsory purchase of lands for and for the completion of the works authorised by that Act, and not required to be abandoned by the London and South Western and Metropolitan District Railway Companies (Kingston and London Railway) Act, 1882; and, if need be, to revive the powers for the compulsory purchase of lands under the said Act of 1881, and to extend the times limited respectively by the said Act of