

West London Railway, at a point 130 yards or thereabouts, measured in a south-easterly direction along that railway from the south-eastern face of the bridge carrying the main road between Kensington and Hammersmith over the said railway, and terminating in the parish of Wimbledon, in the county of Surrey, by a junction with Railway No. 6, at the commencement thereof before described;

(7a.) A Railway No. 7a, wholly in the said parish of Wimbledon, commencing by a junction with the intended Railway No. 6 at the commencement thereof before described, and terminating by a junction with the London and South-Western Railway at the south-western side of the new bridge carrying the Merton-road over that railway;

(7b.) A Railway No. 7b, wholly in the said parish of Wimbledon, commencing by a junction with the intended Railway No. 7, at a point in the fence between the London and South-Western Railway and the field numbered 159a on the 25-inch Ordnance Map, which point is distant 15 yards or thereabouts, measured in a south-westerly direction along the fence from the north-eastern corner of the said field, and terminating by a junction with the London and South-Western Railway at the western side of the new bridge carrying the Merton-road over that railway;

(7c.) A Railway No. 7c, wholly in the said parish of Wimbledon, commencing by a junction with the intended Railway No. 7, in the field numbered 160 on the 25-inch Ordnance Map, at a point distant 63 yards or thereabouts, measured in a westerly direction from the fence on the western side of the London and South-Western Railway, and 133 yards or thereabouts from the south-western corner of the said field, and terminating by a junction with the Railway No. 2, described in and authorised by the Wimbledon and West Metropolitan Junction Railway Act, 1882, at a point 4 furlongs 9·3 chains from the commencement of that authorised railway, as shown on the deposited plans thereof, referred to in the said Act;

(7d.) A Railway No. 7d, wholly in the parish of Fulham, in the county of Middlesex, commencing by a junction with the intended Railway No. 7, at a point in the centre of Lillie-road, distant about 122 yards or thereabouts, measured in a south-westerly direction along that road from opposite the centre of the roadway of Richmond-gardens at its intersection with Lillie-road, and terminating by a junction with the railway of the Midland Railway Company, at a point about 80 yards or thereabouts, measured in a north-easterly direction from the east face of the bridge carrying North End-road over the said railway.

Which said intended railways and works will pass from, in, through, or into, or be situated within the parishes, townships, and places of St. Mary Abbott's, Kensington; St Peter and St. Paul, Hammersmith, Fulham, North-end, Walham-green, or some of them, in the county of Middlesex; Wandsworth, St. Giles, Camberwell; St. Mary, Lambeth; Dulwich, Thornton-heath, Lower Norwood, Upper Norwood, Croydon, Norbury, Mitcham, Carshalton, Beddington, Sutton, Cheam, Cuddington, Ewell, Epsom, Walton-on-the-Hill, Buckland, Reigate, Foreign of Reigate, Wimbledon, Merton, Morden, Leigh, Charlwood, Norwood-hill, Horley, or some of them, in the county of Surrey; Ifield, Upper Beeding, Burbeach, Slaugham, Warninglid, Worth, Crawley, Buttinghill, Lower Beeding, Colgate, Cuckfield, Cowfold, Nuthurst, Handcross, Crabtree, Bolney, Twineham, Shermanbury, Hurstpierpoint, Albourne, Woodmancote, Poynings, Edburton, Fulking, Hangleton, Portslade, Portslade-by-Sea, West Blatchington, Aldrington, Hove, Cliftonville, Preston, otherwise West Preston, Brighton; Southwick, Fishergate, Lancing, Kingston-by-Sea, Old Shoreham, New Shoreham, or some of them, in the county of Sussex.

The Bill will authorise the Company to exercise the powers and effect the purposes following, or some of them, viz. :—

To deviate from the lines and levels of the intended railways and works as shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To cross, stop up, alter, or divert, temporarily or permanently, roads, streets, highways, foot-paths, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, telegraphs, wires, pipes, and other works and conveniences within or adjoining the aforesaid parishes or places, or any of them, and to appropriate and use the same, and the subsoil and under surface thereof, for the purposes of the intended railways and works; and also to appropriate and use the under surface of any streets, lands, roads, squares, passages, or places under or along which any of the proposed railways and works are intended to be made.

To purchase, take, enter upon and use, by compulsion or agreement, for the purposes of the intended railways and works, lands, houses and hereditaments, and any estates, rights, interests or easements in, over, or affecting the same, to alter, vary or extinguish any rights or privileges connected with such lands, houses or hereditaments, and to confer other rights and privileges.

To purchase and take, for or in connection with the purposes aforesaid, certain lands, being or reputed to be common or commonable lands, of which the following are the particulars, and the estimated quantities proposed to be taken, viz. :—

Railway.	Name by which lands are known.	Where the lands are situate.	Quantity within limits of deviation.	Estimated quantity to be taken.
2	Epsom Downs	Parish of Epsom	Acres. 4·9	Acres. 4·5
2	Walton Downs	Parish of Walton-on-the-Hill.	6·16	3·0
2	Walton Heath	Ditto	8·24	0·5
3	Ifield Wood	Parish of Ifield	1·0	0·5