

Brent Eleigh, Alpheaton, Little Walsingham, Great Walsingham, Acton, Stanstead, Long Melford, Chilton, Sudbury, Saint Peter, Saint Bartholomew, Saint Gregory, and All Saints, in the borough of Sudbury; Great Cornard and Little Cornard, or some of them, in the county of Suffolk; Liston, Foxearth, Borley, Bulmer, Belchamp Walter, Great Cornard, Middleton, or some of them, in the county of Essex; and terminating in a certain arable field in the parish of Saint Gregory, in the borough of Sudbury, numbered 3 on the plans of the Colchester, Stour Valley, Sudbury, and Halstead Railway, referred to in the Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846; together with a branch railway, with all proper works and conveniences connected therewith, to diverge from the said intended railway at two points, the first thereof in an arable field called Chapel-field, in the parish of Long Melford, and the second thereof in an arable field called Great Moor-field, in the same parish, to pass from, in, through, or into the several parishes, townships, extra-parochial and other places, of Long Melford, Alpheaton, Stanstead, Glemsford, Boxstead and Cavendish, in the county of Suffolk; Liston, Borley, Foxearth, Pentlow, and Belchamp Saint Paul, in the county of Essex; and to terminate by a junction with an intended railway from Sudbury to Clare, at or near the point where the Glemsford stream falls into the river Stour.

And power is intended to be taken by the said Act, to enable the Colchester, Stour Valley, Sudbury, and Halstead Railway Company to sell or let on lease the undertaking belonging to them, and all or any of the powers of such company in relation thereto, or which may become vested in them by virtue of any Act to be passed in the next session of Parliament to the Eastern Union Railway Company, and Ipswich and Bury Saint Edmunds Railway Company, or either of them, or in the event of an amalgamation between such two last-mentioned companies then to such amalgamated company, and to enable such companies, or any or either of them, to purchase or rent the said railways and works, or any part thereof, and to exercise such powers as aforesaid, or any of them, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said companies, and for such purpose to alter and amend, as far as may be necessary, the several Acts relating to the Eastern Union Railway, passed respectively in the seventh and eighth, the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, and the Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846.

And it is intended to take power to widen the road in the parish of Great Blakenham, numbered 24, in the plans of the Ipswich and Bury Saint Edmunds Railway, referred to in the Ipswich and Bury Saint Edmunds Railway Act, 1845, from the point where the same diverges from the turnpike-road from Claydon to Stowmarket, to Bramford, and from Bramford to the point where the same again joins the said turnpike-road

And power is intended to be taken to alter or divert, and, if necessary, to stop up to the extent to be shewn on the plans to be deposited as after-mentioned, the roads which are crossed by the Ipswich and Bury Saint Edmunds Railway, under the powers of the Ipswich and Bury Saint Edmunds Railway Act, 1845, and numbered on the plans referred to in such Act, as follows;

The road numbered 63, in the parish of Baylham; the roads numbered 25 and 30, in the parish of Barking, with Needham Market, and Darmsden; the road numbered 37, in the parish of Stowmarket; the road numbered 22, in the parish of Old Newton; the road numbered 51, in the parish of Elmswell; the roads numbered 4 and 18, in the parish of Barton; and the turnpike-road from Bury to Thetford, commonly called or known as Northgate-street, in the parish of Saint James, Bury Saint Edmunds.

And to ratify and confirm all such acts as may have been done in reference to the said diversions and alterations.

And power is also intended to be taken by the said Act, to alter the mode in which the several roads hereinafter-mentioned were authorized by the Ipswich and Bury Saint Edmunds Railway Act, 1845, to be carried across the said railway, on the level or surface thereof, and to carry the same across the said railway by means of arches and bridges, with all proper works and approaches connected therewith, within the several parishes, townships, and places next hereinafter-mentioned, viz. :—

The road which crosses the said railway, in the parish of Haughley, numbered 13, in the plans of the said railway referred to in the Ipswich, and Bury Saint Edmunds Railway Act, 1845.

The road which crosses the said railway in the parish of Wetterden, numbered 18 in the said last-mentioned plans.

The roads which cross the said railway in the parish of Barking, with Needham-market and Darmsden, known as Bull-lane and Hawkesmill-street, and to authorize a level crossing in connection with such two last-mentioned roads, and to ratify and confirm all such acts as may have been done in reference to the formation of any of the said bridges or arches, and the level crossing aforesaid.

And it is also intended by such Act, to take power to alter, divert, or stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railways and other works.

And it is further intended by such Act, to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and other works, and to confer other rights and privileges.