

Hartpury, Turley, and Corse, in the county of Gloucester; and to terminate in the said parish of Corse by a junction with the said authorized Railway No. 3, in or near a field numbered 48 on the deposited plans of the said Railway No. 3 referred to in the Act of 1866.

#### Deviation No. 2.

A new or substituted line of railway in lieu of a portion of the said Railway No. 3, to commence by a junction with the said authorized railway in the parish of Chaseley, in the county of Worcester, in or near a field numbered 18 upon the deposited plans of the said authorized railway referred to in the Act of 1866, to pass thence through or into the following parishes, townships, and places, or some of them, that is to say:—Chaseley and Bushley, in the county of Worcester; Forthampton, in the county of Gloucester; and the parish and borough of Tewkesbury, in the county of Gloucester; and to terminate in the said parish of Tewkesbury by a junction with the Tewkesbury and Malvern Railway at or near a point 6 chains west of the bridge whereby that railway is carried over the river Avon.

#### Deviation No. 3.

A new or substituted line of railway in lieu of a portion of the Railway No. 1, authorized by the Act of 1866, in the following parishes, townships, and places, or some of them, that is to say:—Chipping Campden, Westington, otherwise Westington Combe, Broad Campden, and Berrington, in the county of Gloucester, to commence by a junction with the said Railway No. 1, authorized by that Act, in or near a field numbered 16 upon the deposited plans of the said Railway No. 1, authorized by that Act, and to terminate by a junction with the same railway in or near a field numbered 138 on those plans.

2. To abandon the construction of the following railways, and portions of railway, authorized by the Act of 1866:—

So much of the said Railway No. 3 as lies between the authorized junction of that railway with the Ross and Monmouth Railway, in the parish of Ross, and the point where Deviation No. 1 will join the said Railway No. 3 in the parish of Corse.

So much of the said Railway No. 3 as is authorized to be made between the point of the proposed junction therewith of Deviation No. 2, and the authorized junction of the said Railway No. 3 with the Ashchurch and Tewkesbury Branch of the Midland Railway.

So much of Railway No. 1 as lies between the commencement and termination of Deviation No. 3.

#### Railways Nos. 4 and 5.

3. To release the Company from all penalties, obligations, contracts, and liabilities, for the non-completion or otherwise, with reference to or consequent upon the non-completion of the railways and portions of railway the construction of which is to be relinquished.

4. To extend the time and to revive the powers granted by the Company's Act of 1866 for the compulsory purchase of lands, houses, and hereditaments, required for the purposes of the Railway No. 2 of that Act, and of such parts of the other railways by that Act authorized as are not sought to be abandoned under the powers of the Bill, and also to extend the time granted by

the said Act for the construction and completion of the said railway and portions of railway in respect of which such extension of time for the purchase of lands and other property will be sought.

5. To form the undertakings, for the construction of which powers, or powers of revival or continuance, will be contained in the Bill, into a separate undertaking, and to create the capital therefor as a separate capital, and to alter the provisions of the existing Acts of the Company with respect to their share capital and their borrowing powers, and with respect to the number and constitution of the board of directors of the Company, and the rights of attending and voting at meetings of the Company, and if need be to alter the name of the Company.

6. To enable the Company to cross, divert, alter, or stop up, whether temporarily, or permanently, roads, railways, tramways, canals, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works, to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, hereditaments, and other property compulsorily for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

7. To authorize the Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said Bill, and for the same purposes, and for the general purposes of their authorized undertakings, to exercise the powers conferred by the Act of 1866, as to the raising of capital by shares or stock, and by borrowing with such alterations and additions as may be contained in the Bill, with power also to the Company, for all or any of the purposes of the Bill, to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantages which the Bill may define.

8. To enable the Company, and all Companies and persons lawfully using the railways or any part of the railways of the Company, to exercise the rights and powers conferred by the 46th, 47th and 48th sections of the Act of 1866, not only in and over the undertakings mentioned in the said 46th section, but also in and over so much of the Tewkesbury and Malvern Railway as will be eastward of the proposed junction therewith of Deviation (No. 2).

9. To enable the Company on the one hand, and the Ross and Monmouth Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance by the Company of the Ross and Monmouth Railway, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the said railway, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.