

In Parliament.—Session 1900.

North British Railway.

(New Railways and Widening; Alteration of Road; Confirmation of Agreement with Earl of Moray as to Purchase of Lands; Additional Lands; Stopping up of Footpaths; Confirmation of Purchase of Lands; As to Purchase, &c., of Land from Governors, &c., of Trinity Hospital; Revival and Extension of Time for Purchase of Lands and for completion of certain Railways and Harbour Works; Extending Time for Sale of superfluous Lands; Amalgamating with Company the Undertakings of the Aberlady, Gullane, and North Berwick Railway Company, the Newport Railway Company, and the Eyemouth Railway Company; Purchase of Undertaking of Borrowstounness Harbour Commissioners and consequential provisions; Power to Burntisland Harbour Commissioners to Borrow and to the Company to Advance them further Money; Working and other Agreements between Company, the West Highland Railway Company, and the Invergarry and Fort Augustus Railway Company; Additional Capital; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the North British Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To authorise the Company to make and maintain the railways, widenings, and works hereinafter described, together with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

1. A Railway No. 1, being a widening of part of the Stirlingshire Midland Junction Railway of the North British Railway, commencing by a junction with the Carmuir's Loop Line of the Caledonian Railway at a point 127 yards or thereabouts measured in a westerly direction from the junction of the said Carmuir's Loop Line with the said Stirlingshire Midland Junction Railway, and terminating by a junction with the said Stirlingshire Midland Junction Railway at a point 43 yards or thereabouts measured in a westerly direction from the west end of the swing bridge by which that railway is carried over the Forth and Clyde Canal;
2. A Railway No. 2, being a widening of part of the said Stirlingshire Midland Junction Railway, commencing by a junction with that railway at a point 100 yards or thereabouts measured in an easterly direction from the west end of the before-mentioned swing bridge, and terminating by a junction with the Grangemouth branch of the Caledonian Railway at a point 90 yards or thereabouts measured in an easterly direction from the Grangemouth Branch Junction;
3. A Railway No. 3, commencing by a junction with the said Stirlingshire Midland Junction Railway at a point 270 yards or thereabouts measured in a westerly direction from the west end of the before-mentioned swing bridge, and terminating at the west side of the road passing along the east side of Abbots Iron Works at Dalderse, and 240 yards or thereabouts measured along that road in a northerly direction from the Forth and Clyde Canal;

4. A Railway No. 4, commencing by a junction with Railway No. 3 at a point 190 yards or thereabouts measured in a southerly direction from the Free Church Manse at Bainsford, and terminating at a point at the south-west end of Burnbank Iron Foundry and 30 yards or thereabouts from the Forth and Clyde Canal;

5. A Railway No. 5, commencing by a junction with Railway No. 3, at a point 70 yards or thereabouts measured in a north-westerly direction from the Free Church at Bainsford, and 100 yards or thereabouts measured in a south-easterly direction from the public school at Bainsford, and terminating at a point at the west end of Castlelaurie Iron Works, and 90 yards or thereabouts measured in a northerly direction from the Forth and Clyde Canal;

6. A Railway No. 6, commencing by a junction with Railway No. 3 at a point 540 yards or thereabouts measured in a westerly direction from the point hereinbefore described as the point of termination of the said Railway No. 3, and 270 yards, measured in a northerly direction from the Forth and Clyde Canal, and terminating at the north-west side of Abbots Iron Works, and 160 yards or thereabouts measured in a northerly direction from the Forth and Clyde Canal;

which intended railways Nos. 1, 2, 3, 4, 5 and 6 will be wholly situate in the county of Stirling and parish of Falkirk, and No. 3 will be partly, and Nos. 2, 4, 5 and 6 wholly situate in the burgh of Falkirk.

7. A Railway No. 7, being a widening of part of the Company's branch from South Leith to Portobello, commencing in the parish of Leith and county of Edinburgh by a junction with the said branch at a point opposite Seafield Lodge at the east end of the new reclamation embankment, and terminating in the parish of Duddingston and county of the city of Edinburgh by a junction with the North British Railway at Portobello Station at a point 110 yards or thereabouts measured in an easterly direction from the booking office on the main-line platform at Portobello Station, which said intended Railway No. 7 will be situate in the county of the city of Edinburgh and in the county of Edinburgh, and will be made or pass from, in, through or into the following parishes or places or some of them (that is to say):—The Royal Burgh of Edinburgh and the parishes of Leith and Duddingston;

8. A Railway No. 8, commencing in the parish of Leith, in the county of Edinburgh by a junction with the railway authorised by the North British Railway (Waverley Station, &c.), Act, 1891, at a point 220 yards or thereabouts measured in a northerly direction from the point where the said authorised railway crosses the Company's railway from Easter Road to Piershill and terminating in the city parish of Edinburgh, in the county of the city of Edinburgh, and in the Royal Burgh and city of Edinburgh, by a junction with the last-mentioned railway at a point 15 yards or thereabouts measured in a westerly direction from the bridge carrying the Lochend Road over the said last-mentioned railway, which said intended Railway No. 8 will be situate in the county of the city of Edin-