

after called "the North British Company"), at Stirling Station, commencing by a junction with the Company's Scottish Central Railway, at a point 530 yards or thereabouts southwards from the centre of the bridge carrying the Shore Road over the said Stirling and Dunfermline Railway, and terminating by a junction with the said Stirling and Dunfermline Railway, at a point 7 yards or thereabouts southwards from the centre of the before-mentioned bridge.

A Railway (No. 9), being a deviation of the Forth and Clyde Junction Railway, commencing by a junction with the Company's Scottish Central Railway, at a point 270 yards or thereabouts northwards from the centre of the bridge carrying the Shore Road over the said Scottish Central Railway, and terminating by a junction with the said Forth and Clyde Junction Railway, at a point 400 yards or thereabouts northwards from the centre of the before-mentioned bridge,

which intended Railways (Nos. 8 and 9) will be wholly situate in the Parish of Stirling and Royal Burgh of Stirling, in the County of Stirling.

To provide for the substitution of the said intended Railway No. 8 for the portion of the Stirling and Dunfermline Railway, lying between the points of commencement and termination of the said intended Railway No. 8; and for the transfer to and vesting in the North British Company of the intended Railway No. 8 on the completion thereof, and to make such railway part of the Stirling and Dunfermline Railway of the North British Company; To extend and make applicable to such intended Railway all or some of the powers, rights, privileges and obligations, including the power of levying tolls, rates and charges, which the North British Company are now entitled to, or to which they are now liable, in respect of the portion of the Stirling and Dunfermline Railway, for which the said intended railway is to be substituted; and also to extend thereto all agreements and arrangements now affecting such portion of the Stirling and Dunfermline Railway, or to authorise the Company to make new agreements or arrangements with the North British Company in respect to such intended railway and the station at Stirling, and to confirm any such agreements or arrangements.

To provide for the substitution of the said intended Railway No. 9 for the portion of the Forth and Clyde Junction Railway, lying between the existing junction of that railway with the Company's Scottish Central Railway, and the point of termination of the said intended Railway No. 9; and for the transfer to and vesting in the Forth and Clyde Junction Railway Company (hereinafter called "the Forth and Clyde Company") and the North British Company, or either of them, of the said intended Railway No. 9, on the completion thereof, and to make such railway part of the undertakings of these Companies or either of them; and to extend and make applicable thereto all or some of the powers, rights, privileges and obligations, including the power of levying tolls, rates and charges, which the Forth and Clyde Company, or the North British Company, are now entitled to, or to which they are now liable in respect of the portion of the Forth and Clyde Junction

Railway, for which the said intended Railway No. 9 is to be substituted; and also to extend thereto all agreements and arrangements now affecting such portion of the Forth and Clyde Junction Railway, or to authorise the Company to make new agreements or arrangements with such Companies, in respect to such intended railway and the station at Stirling.

To empower the Company to appropriate, hold and use, for the purposes of their station at Stirling and other purposes of their undertaking, the portions of the Stirling and Dunfermline Railway, and of the Forth and Clyde Junction Railway, for which the intended Railways Nos. 8 and 9 are respectively to be substituted, and the site and soil thereof, or some part or parts thereof; and to remove, alter or re-arrange the rails, junctions and works connected with the portions of railway so to be appropriated by the Company.

To empower the Callander and Oban Railway Company (herein called "the Oban Company") to make and maintain the railways hereinafter described, with all proper stations, sidings, roads, approaches, and other works and conveniences connected therewith, that is to say:—

A Railway (No. 10), being a widening of the Callander and Oban Railway, commencing at a point 280 yards or thereabouts eastwards from the north-east corner of the Caledonian Railway Company's engine shed at Callander, and terminating by a junction with the Callander and Oban Railway, at a point 240 yards or thereabouts eastwards from the centre of the footbridge over the Callander and Oban Railway at Callander Station, which intended railway, and the works and conveniences connected therewith, will be wholly situate in the Burgh of Callander, the Parish of Callander, in the County of Perth.

A Railway (No. 11), being a deviation of the railway authorised by the Callander and Oban Railway Act, 1896, and therein called Railway No. 1, commencing by a junction with that railway, at a point 480 yards or thereabouts southwards from the south-west corner of the Ardsheal Pier, in Kentallen Bay, and terminating by a junction with such railway, at a point 150 yards or thereabouts south-westwards from the north-west corner of Ballachulish Pier, in Loch Linnhe, which intended railway, and the works and conveniences connected therewith, will be wholly situate in the United Parishes of Lismore and Appin, in the County of Argyll.

To authorise the Oban Company to relinquish and abandon the construction of so much of the said Railway No. 1, authorised by the Callander and Oban Railway Act, 1896, as would be between the points of commencement and termination of the intended Railway No. 11, and to release that Company from all liabilities, penalties and obligations for or in respect of the non-construction or non-completion of the said portion of railway, and from all contracts and agreements in relation thereto.

To empower the Lochearnhead, St Fillan's and Comrie Railway Company (hereinafter called "the Lochearnhead Company"), to make and maintain the railway hereinafter described, with