1898, wholly situate in the County Fife, commencing in the Parish of Torryburn by a junction with the said railway at a point 400 yards or thereabouts measuring in a westerly direction from the farm steading of Mire End, and terminating in the parish of Dunfermline by a junction with the said railway at a point 420 yards or thereabouts measuring in a north-easterly direction form Pitliver House.

A Railway (No. 6), being a deviation of the Company's Glasgow, Dumbarton, and Helensburgh Railway, wholly situate in the Parish of Old Kilpatrick, in the County of Dumbarton, commencing by a junction with the said railway at a point 1,020 yards or thereabouts measuring in a north-westerly direction from the bridge carrying the public road over the said railway at Kilbowie Station, and terminating by a junction with the said railway at a point 840 yards or thereabouts measuring in a south-easterly direction from the before-mentioned bridge.

A Railway (No. 7) wholly situate in the County of Fife commencing in the Parish of Auchterderran by a junction with the Company's Lochore and Capeldrae Branch at a point 400 yards or thereabouts measuring in an easterly direction from South Bogside Farm Steading, and terminating in the Parish of Dysart by a junction with the Company's Dunfermline and Thornton Branch at a point 500 yards or thereabouts measuring in an easterly direction from Redford Bridge.

A Railway (No. 8) wholly situate in the Parish of Auchterderran in the County of Fife, commencing by a junction with the said Railway No. 7 at a point 1160 yards or thereabouts measuring in an easterly direction from the before-mentioned point of commencement of that Railway and 830 yards or thereabouts measuring in a westerly direction from Parknook Bridge, and terminating at a point 370 yards or thereabouts measuring in a south-westerly direction from the west end of Westfield Row.

A Railway (No. 9) commencing in the Parish of Auchterderran in the County of Fife by a junction with the said Railway (No. 7) at a point 700 yards or thereabouts measuring in an easterly direction from the before-mentioned point of commencement of that Railway and terminating in the Parish of Portmoak in the County of Kinross at a point 1000 yards or thereabouts measuring in a westerly direction from Whinnyhall Farm Steading and 130 yards north of Lochty Burn.

A road or street wholly situate in the Parish of Dysart in the County of Fife commencing by a junction with St. Clair Street, Sinclairtown, at the point where Anderson Street joins St. Clair Street, and terminating by a junction with the said Anderson Street at a point 55 yards or thereabouts measuring in an easterly direction from the said point where Anderson Street joins St. Clair Street.

The said proposed railways and works will be made in, through, or into, or will pass from, the several counties and parishes following (or some of them), that is to say:—the County of Fife, the County of the City of Edinburgh, the County of Edinburgh, the County of Dumbarton, the County of Kinross, the Parishes of Markinch, Scoonie, City Parish of Edinburgh, Liberton, Cockpen, Lasswade, Newbattle, Torryburn, Dunfermline, Old Kilpatrick, Dysart, Auchterderran, Kinglassie, and Portmoak, and the City and Royal Burgh of Edinburgh.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take, and use, temporarily or permanently, and to hold all such lands, houses, and other property as may be necessary or convenient for the purposes of the intended dock, railways, widenings, deviations, road, and works.

To empower the Company to levy and recover tolls, rates, and charges for the use of the intended railways, widenings, deviations, and works, and for the conveyance and accommodation of traffic thereon and thereat, and to alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to stop up and appropriate for the purposes of their undertaking so much of Anderson Street, Sinclairtown, as is situate between the north side of the proposed road or street and the Sinclairtown Station.

To authorise the Company to abandon the portion of the existing railway and the construction of the authorised railways or portions of railway hereinafter described (that is to say):—

(i.) So much of the Company's main line of railway from Edinburgh to Carlisle as may be rendered unnecessary by reason of the construction of the said Railway No. 4.

(ii.) So much of the railway authorised by the North British Railway (General Powers) Act, 1898, and therein described as Railway No. 1, as will be rendered unnecessary by reason of the construction of the said Railway No. 5.

(iii.) So much of the Company's Glasgow, Dumbarton, and Helensburgh Railway as may be rendered unnecessary by reason of the construction of the said Railway No. 6.

(iv.) Railways Nos. 5, 9, and 10 authorised to be constructed by the North British Railway Act, 1895, and Railways Nos. 1 and 2 authorised to be constructed by the North British Railway (General Powers) Order Confirmation Act, 1903.

To empower the Company for the general purposes of their undertaking to acquire, compulsorily or by agreement, and to hold the several lands hereinafter described, or parts thereof, and all houses and other properties thereon, namely:—

(*a*) Certain lands in the City Parish of Edinburgh in the county of the City of Edinburgh and City and Royal Burgh of Edinburgh on the south side of and adjoining the Company's Main Line from Edinburgh to Berwick, between Piershill Cemetery and Portobello Station.

(*b*) Certain lands in the City Parish of Edinburgh in the County of the City of