

CALEDONIAN RAILWAY.

[Abandonment of certain authorised Railways; Capital for Muirkirk Branch to have lien over Revenue thereof; Sanction of Acquisition of certain Land in Glasgow, and power to hold and dispose of same; Power to take Land at Alyth for Station purposes; Alteration of Application of Moneys, and of mode of raising certain Capital; Confirmation of Accounts; Amalgamation with Crieff and Methven Junction Railway Company, and Dissolution of that Company; Power to make further Contribution to and hold Additional Shares in Busby Railway Company; Agreements with that Company, the Solway Junction Railway Company, the Subscribers of the Muirkirk Branch Capital, and the Proprietor of Hailes Quarry; Amendment and Repeal of provisions of Acts of Caledonian and Glasgow and South-Western Railway Companies, and other Acts.]

NOTICE is Hereby Given, that application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill for the purposes following, or some of them—That is to say:—

To authorise and provide for the abandonment or relinquishment of the Railways hereinafter described, or one or more of them, and of the subsidiary works connected therewith respectively, which the Caledonian Railway Company (hereinafter called “the Company”), were empowered to make and maintain by the Acts hereinafter specified in relation to such Railways and other works respectively; and to release the Company from the payment of penalties in respect of such Railways not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands and heritages for the purposes of such Railways and other works, viz.—

1. The Railway authorised by “The Caledonian Railway (Balerno Branch) Act 1865,” and therein called the “Balerno Branch,” commencing by a Junction with the Main Line of the Caledonian Railway from Carlisle to Edinburgh, near the Booking-Office of the Slateford Station of that Railway, and terminating near Balerno Bridge, in the parish of Currie, by which the Road leading from Currie by Newmills to Balerno is carried over the Water of Leith.

2. The Railway authorised by “The Caledonian Railway (Greenock and Gourock Extensions) Act 1866,” and therein called “Line No. 1,” commencing by a Junction with the Glasgow Paisley and Greenock Railway, about 5 chains south-eastward from where that Railway crosses Bogle Street in the town of Greenock, and terminating about 5 chains southward from the point of intersection of Brougham Street and Forsyth Street in the said town.

3. The Railway authorised by the last-mentioned Act, and therein called “Line No. 2,” commencing by a Junction with Line No. 1 above described, about two chains southward from the junction of Robertson Street and Brisbane Street in the town of Greenock, and terminating at or near the waiting-room at Gourock Pier.

4. The Railway authorised by the last-mentioned Act, and therein called “Line No. 3,” commencing by a Junction with Line No. 1 above described, about 5 chains southward from the point of intersection of Brougham Street and Forsyth Street in

the town of Greenock, and terminating at or near the northern corner of the Albert Harbour of Greenock.

5. The Branch Railway authorised by “The Caledonian Railway (Lanarkshire and Midlothian Branches) Act 1866,” and therein called “Line No. 1,” commencing in the parish of Carluke and county of Lanark by a Junction with the Main Line of the Caledonian Railway, near the Bridge over that line about two furlongs and a-half northward from the farm-steading of Brackenhill, and terminating in the parish of Shotts and county of Lanark by a Junction with the Railway authorised by and described as Railway No. 1 in “The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act 1865,” about 4 chains south-westward from the farm-steading of Calderhead.

6. The Branch Railway authorised by “The Caledonian Railway (Lanarkshire and Midlothian Branches) Act 1866,” and therein called “Line No. 2,” commencing in the parish of Carluke by a Junction with the said Branch Railway, called in that Act Line No. 1, about 8 chains westward from North Hyndshaw Smithy, and terminating in the same parish about 5 chains south-eastward from the eastmost blast-furnace of Castlehill Ironworks.

7. The Branch Railway, authorised by the last-mentioned Act, and therein called “Line No. 3,” commencing in the parish of Cambusnethan and County of Lanark by a Junction with the said Branch Railway, called in that Act Line No. 1, about one furlong and a half south-eastward from the farm-steading of Southdyke, and terminating in the parish of Carnwath and county of Lanark by a Junction with the line of railway in extension of the Company’s Wilsontown Branch, authorised by “The Caledonian Railway (Additional Powers) Act 1865,” at or near the termination of the said authorised Line.

8. The Branch Railway, authorised by “The Caledonian Railway (Lanarkshire and Midlothian Branches) Act 1866,” and therein called “Line No. 4,” commencing in the parish of Carluke by a Junction with the Main Line of the Caledonian Railway, about 2 furlongs southward from Waterlands Cottage, and terminating in the same parish about 3 furlongs eastward from the farm-steading of Mauldslie Mains.

9. The Branch Railway, authorised by the last-mentioned Act, and therein called “Line No. 5,” commencing in the parish of Carluke by a Junction with the said Branch Railway called in that Act Line No. 4, about 3 furlongs south-eastward from the farm-steading of Eastend, and terminating in the same parish about one furlong and a half northward from Halleraig House.

10. The Branch Railway authorised by the last-mentioned Act, and therein called “Line No. 9” (called in the plans, sections, and book of reference deposited with reference to the said Act, “No. 12”), commencing in the parish of West Calder and county of Edinburgh, by a Junction with the Main Line of the Caledonian Railway where the Bog or Cobinshaw Burn is carried under the said Main Line by a culvert, about 2½ furlongs south-eastward from the farm-steading of Kiprig, and terminating in the same parish about 4½ furlongs south-westward from the farm-steading of Harburnhead.

11. The Branch Railway authorised by the last-mentioned Act, and therein called “Line No. 10” (called in the said deposited plans, sections, and book of reference “No. 13”), commencing in the