

Railway at or near the point where the said Railway crosses the stream called North Burn, and terminating by a junction with the said authorised North Monkland Railway, seven chains or thereabouts north-westward of Kipps Farm Steading ;

An alteration of the levels of the turnpike road from Airdrie to Hamilton, adjoining the Company's Railway Station at Whifflet, together with an archway under the said road, to afford communication between the station ground of the Company on each side thereof, the said works commencing at a point on the said road five feet or thereabouts northward of the face of the northern abutment of the bridge carrying the said road over the Whifflet branch of the North British Railway, and terminating at a point on the said road two hundred and sixty feet or thereabouts northward of the said point of commencement, which alteration of levels and bridge will be wholly situate in the parish of Old Monkland and county of Lanark ;

A deviation or new line of Railway (hereinafter called 'the Capeldrae Deviation'), in lieu of part of the authorised Railway described as Railway No. 9 in the North British Railway Act 1872, to be wholly situate in the parish of Auchterderran, in the county of Fife, commencing at or near the point where the authorised line of the said Railway No. 9 crosses the fence between the enclosures No. 2 and 3 in the said parish, two miles six furlongs and eight chains or thereabouts from the commencement of the said authorised line, as shown on the plans deposited with reference to the said authorised Railway, and terminating in a field occupied by the Capeldrae Oil and Coal Company (Limited), at a point two hundred and sixty-six yards or thereabouts, measured in a north-easterly direction, from the authorised termination of the said Railway No. 9 near South Bogside ;

A Railway (hereinafter referred to as Railway No. 20) commencing by a junction with the North British (Edinburgh and Glasgow) Railway at a point thereon in the parish of St. Cuthbert's and county of Edinburgh, two hundred and forty yards or thereabouts north-eastward of the face of the east abutment of the bridge carrying the said Railway over the Water of Leith, and terminating by a junction with the mineral sidings of the Haymarket Station of the North British (Edinburgh and Glasgow) Railway, at a point thereon twenty-two yards or thereabouts north-eastward of the north-west corner of the engine workshops at the said Haymarket station, and which intended Railway and works will pass from, through, or into, or be situated within the parish of St. Cuthbert's, the City, county of the City, and Royal Burgh of Edinburgh, or one or more of them, and county of Edinburgh ;

A Railway (hereinafter referred to as Railway No. 21) commencing in the parish

of Borrowstounness, in the county of Linlithgow, by a junction or junctions with the Railways or sidings of the Company at Borrowstounness Station, at a point thereon fifty-seven yards or thereabouts north-eastward from the north corner of the passenger booking office at the said station, and terminating in the parish of Carriden, in the county of Linlithgow, at a point immediately adjoining the north side of the turnpike road leading from Carriden to Borrowstounness, twelve yards or thereabouts northward from the western entrance gate leading from the said turnpike road to the Bridgeness Iron Works ; and which intended Railway and works will pass from, through, or into, or be situated within the parishes of Borrowstounness and Carriden, in the county of Linlithgow, and bed or soil of the Firth of Forth in or adjacent to the said parishes :

And it is proposed to take powers of lateral and vertical deviation from the line and levels of the proposed works, as shown on the plans and sections hereinafter referred to, within the limits usually authorised or as may be prescribed by the intended Act, and to repeal or alter certain of the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' relating to the limits of lateral and vertical deviation ; also, to authorise the Company to purchase lands and buildings, by compulsion or agreement, in all or some of the several parishes, royal burgh, and places aforesaid, for the purposes of the intended Railways and works, or any of them ; and also the following lands, buildings, and property for station or siding accommodation, or other purposes (that is to say):

Certain lands in the parish of Kirkliston, and county of Linlithgow, being part of the minister's glebe of the said parish, bounded on the east by the North British Railway Company's branch to Queensferry, on the north-west by the remainder of said glebe, and on the south-west partly by a portion of the said glebe and partly by lands belonging to or acquired by the Company ;

Certain lands in the parish and burgh of Borrowstounness, in the county of Linlithgow, commonly called the Promenade, situated between the North British Railway station and the line of high-water mark of the Firth of Forth ;

Certain lands in the said last-mentioned parish and county forming part of the foreshore or soil of the Firth of Forth, bounded on the east and south-east by the line of high-water mark, and on the west by a line drawn between a point near the northern extremity of the western pier of the Harbour of Borrowstounness and a point on the line of the high-water mark on the shore of the said Firth of Forth three hundred and thirty-two feet westward from the northern corner of the boundary wall of the police office at Borrowstounness ;

Certain lands in the parish of Linlithgow and county of Linlithgow immediately adjoining the north and south sides of the main line of the North British (Edinburgh and Glasgow) Railway at Pardovan