

North British Railway.

(Additional Works and Powers.)

(New Railways, Deviations, and Works in the counties of Linlithgow, Edinburgh, Lanark, Stirling, Renfrew, Dunbarton, and Fife; Provisions for Abandoning Certain Authorised Railways and Works; Purchase of Additional Lands in the City of Glasgow, and in the Counties of Lanark, Linlithgow, and Edinburgh; Stopping up of Streets; Agreement with the Corporation of Buratisland as to the Construction of Harbour Works, and the Compounding of Customs and Harbour Dues; Amalgamation with the Glasgow and Milngavie Railway Company and the Broxburn Railway Company; Providing for Expenditure on New and Enlarged Stations; Increase of Capital; Confirmation of Agreements with the Newport Railway Company; Extinction of Rights and Privileges; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the North British Railway Company (hereinafter called "the Company") to make and maintain the Railways and works following, or some of them, with all proper approaches, stations, buildings, works, and conveniences connected therewith respectively (that is to say):

- A Railway (hereinafter referred to as Railway No. 1) commencing by a junction with the North British (Wilsontown Morningside and Coltness) Railway, at a point thereon in the parish of Whitburn, and county of Linlithgow, twenty yards or thereabouts north of the point where the said Railway is crossed on the level by the road leading from Easter Blacklaws to East Foulshiels, and terminating by a junction with the North British (Edinburgh and Bathgate) Railway, at a point thereon in the parish of Livingstone, and county of Linlithgow, five hundred yards or thereabouts westward of the bridge carrying the public road over the North British (Edinburgh and Bathgate) Railway at Livingstone Station; which intended Railway and works will pass from, through, or into, or be situated within, the parishes of Whitburn, Livingstone, and Bathgate, or some of them, in the county of Linlithgow;
- A Railway (hereinafter referred to as Railway No. 2) commencing by a junction with Railway No. 1 at a point in the parish of Livingstone, and county of Linlithgow, five hundred and eighty yards or thereabouts north-westward from the eastmost corner of the farm house of Redhouse, and one hundred and seventy yards or thereabouts eastward of the Engine House at the Moss Pit, on the estate of Redhouse, and terminating by a junction with the North British (Edinburgh and Bathgate) Railway at a point thereon in the parish of Bathgate, and county of Linlithgow, three hundred and sixty yards or thereabouts east of the bridge carrying the road from Bathgate to Blackburn, by way of Wester Inch, over the North British (Edinburgh and Bathgate) Railway; which intended Railway and works will pass from, through, or into, or be situated within the parishes of Livingstone and Bathgate, or one of them, in the county of Linlithgow;
- A Railway (hereinafter referred to as Railway No. 3) commencing by a junction with Railway No. 1 at the point hereinbefore described as the commencement of Railway

No. 2, and terminating at a point in the parish of West Calder, and county of Edinburgh, immediately on the east side of the road called Cleuch Brae, leading northward from the village of West Calder to the turnpike road from Addiewell to Mid-Calder by Burnbrae, and sixty-five yards or thereabouts northward from the north-east corner of the west abutment of the bridge carrying the Cleland and Mid-Calder line of the Caledonian Railway over the said road leading northward from West Calder; which intended Railway and works will pass from, through, or into, or be situated within the parishes of Livingstone and Whitburn, in the county of Linlithgow, and Mid-Calder and West Calder, in the county of Edinburgh, or some of them;

A Railway (hereinafter referred to as Railway No. 4) commencing in the parish of Shotts, and county of Lanark, by a junction with the North British (Airdrie and Bathgate) Railway, at a point thereon two hundred and eighty yards or thereabouts westward of the point of junction of the Woodend Branch with the North British (Airdrie and Bathgate) Railway, and terminating in the parish of Bathgate, and county of Linlithgow, by a junction with the North British (Edinburgh and Bathgate) Railway at a point thereon three hundred and eighty yards or thereabouts eastward of the passenger booking-office of the present station at Bathgate of the North British (Edinburgh and Bathgate) Railway; and which intended Railway and works will pass from, through, or into, or be situated within the parishes of Shotts, in the county of Lanark, and Bathgate, in the county of Linlithgow;

A deviation or new line of Railway (hereinafter referred to as Railway No. 5) in lieu of part of the Woodend Branch of the North British (Airdrie and Bathgate) Railway, commencing by a junction with Railway No. 4 at a point in the parish of Bathgate, and county of Linlithgow, fifty yards or thereabouts north of the point of junction of the said Woodend Branch Railway with the North British (Airdrie and Bathgate) Railway, and terminating in the same parish and county by a junction with the said Woodend Branch Railway, at a point thereon eighty yards or thereabouts southward of the bridge carrying the Airdrie and Bathgate turnpike road over the said Woodend Branch; and which Railway will be wholly situated in the parish of Bathgate and county of Linlithgow;

A deviation or new line of Railway (hereinafter referred to as Railway No. 6) in lieu of the fork connecting the North British (Edinburgh and Bathgate) Railway with the Wilsontown Morningside and Coltness section of the North British Railway commencing by a junction with Railway No. 4, at a point in the parish of Bathgate and county of Linlithgow two hundred yards or thereabouts south-eastward of the passenger booking office of the present Bathgate Station of the North British (Edinburgh and Bathgate) Railway, and six yards or thereabouts southward of the south boundary fence of the said Edinburgh and Bathgate Railway, and terminating in the same parish and county by a junction with the Wilsontown, Morningside, and Coltness section of the North British Railway, at a point thereon forty yards or thereabouts northward of