



Scottish Law Commission
promoting law reform

Statute Law Repeals: consultation paper Abortive railway projects: proposed repeals

March 2011

Clyde Ardrishaig and Crinan Railway (Abandonment) Act 1892 (55 & 56 Vict. c.xii)	The whole Act.
--	----------------

Clyde Ardrishaig and Crinan Railway (Abandonment) Act 1892

1. This note proposes the repeal of an Act passed to abandon the construction of a railway in Argyll. The railway project was abandoned in 1892.

2. The construction of the railways was authorised by the *Clyde Ardrishaig and Crinan Railway Act 1887* ("the 1887 Act").¹ The route of the railways was prescribed by section 5 of the 1887 Act and is set out in the *Annex* to this note.

3. The 1887 Act incorporated a company called *The Clyde Ardrishaig and Crinan Railway Company* ("the Company") to construct the railways.

4. The purpose of the *Clyde Ardrishaig and Crinan Railway (Abandonment) Act 1892* ("the 1892 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1892 Act recorded that no part of the capital of the Company had been created issued or paid up and it would be expedient to authorise the abandonment of railways and piers and the dissolution of the Company.

5. The 1892 Act provides:

- (a) for the short title of the Act (*section 1*)
- (b) for the company to abandon the making of the railways and piers authorised by the 1887 Act (*section 2*)
- (c) for compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) for the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) for repayment of deposit money (*section 5*)
- (f) for the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)

¹ 50 & 51 Vict. c.clxxiii.

- (g) that once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1887 shall be by this Act repealed" (*section 7*)
- (h) for payment of expenses associated with the 1892 Act (*section 8*).

6. Clearly the purposes of the 1892 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1892 Act will have long since been barred by passage of time. Accordingly the 1892 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Argyll and Bute.

Consultation

8. Transport Scotland, Office of Rail Regulation, Network Rail Ltd, Office of the Advocate General, The Scotland Office, Heritage Railway Association, Scottish Railway Preservation Society, Railway Heritage Trust, Railway Heritage Committee and Clydeport UK have been consulted about these repeal proposals.

07 March 2011

ANNEX

Railways authorised by the Clyde Ardrishaig and Crinan Railway Act 1872

First. A railway (No. 1) eighteen miles five furlongs five chains and eight decimal parts of a chain or thereabouts in length being so much only on the Railway No. 1 laid down on the original plans as extends from a point on that railway in the united parishes of Dunnoon and Kilmin four furlongs five chains and two decimal parts of a chain or thereabouts from the commencement thereof as shown on those plans to the termination thereof in the united parishes of Strachur and Strathlachlan at a point at Newton Bay near high-water mark of Lochfyne six hundred yards or thereabouts north-westward from the north most corner of the farm steading of Drimdarroch Provided that in carrying Railway no.1 through the grounds of Invereck belonging to George Miller the same shall be deviated from the line thereof as laid down on the original plans to or near to the eastern limit of the deviation thereof shown on those plans so that the railway shall as nearly as possible form the boundary between the said grounds of Invereck and the adjoining farm of Orchard on the east thereof

Second. A railway (No. 2) thirteen miles two furlongs and 3.25 chains of thereabouts in length commencing in the parish of Inveraray at a point at Furnace near the foreshore of Lochfyne three hundred and ninety-seven yards or thereabouts south-eastward from the centre of the bridge carrying the road from Lochgilphead to Furnace over the Leacann water and terminating in the parish of Kilmichael-Glassary at a point two hundred and fifty yards of thereabouts south-westward from the south end of the west parapet of the bridge over the River Add at Dridgent on the road from Lochgilphead to Kilmartin:

Third. A railway (No. 3) four miles three furlongs and 6.5 chains or thereabouts in length commencing in the parish of Kilmichael-Glassary by a junction with the said intended Railway No. 2 at the point of termination thereof above described and terminating in the parish of Kilmartin at a point near high water mark on the west side of the island in Crinan Loch called Sgeireag Gaibhre eight hundred and fifty yards or thereabouts south-eastward from Duntroon Castle;

Fourth. A railway (No. 4) three miles two furlongs and six chains or thereabouts in length commencing in the parish of Kilmichael-Glassary by a junction with the said intended Railway No. 2 at the point of termination thereof above described and terminating in the same parish at a point on the north side of the public road from Lochgilphead to Ardrishaig eighty yards or thereabouts eastward from the east end of the north parapet of the bridge carrying the said road over Cuillarstich Burn:

Fifth. A railway (No. 5) one mile five furlongs and seven chains or thereabouts in length commencing in the parish of Kilmichael-Glassary by a junction with the said intended Railway no. 4 at the point of termination thereof above described and terminating in the parish of South Knapdale at a point on the east side of the road leading from Lochgilphead to Tarbert five yards or thereabouts westward from the south-west corner of the Canal Office at Ardrishaig:

Sixth. A pier on the west side of Ardnadam Pier hereinafter in this Act mentioned commencing at a point on the Railway No. 1 as laid down on the original plans four furlongs five chains and two decimal parts of a chain or thereabouts from the commencement of that railway as shown on those plans and extending in a north-easterly direction to and terminating at a point in Holy Loch four hundred yards

or thereabouts from the said point of commencement of said pier as shown on the amended plans which pier will be wholly situate in the said united parishes of Dunoon and Kilmun and in the foreshore and bed of the Holy Loch in or ex adverso of the said united parishes:

Seventh. A pier at Newton Bay Lochfyne commencing at the point above described as the termination of Railway No. 1 and extending in a north-westerly direction to and terminating at a point in Lochfyne one hundred and fifty yards or thereabouts from the said point of commencement of said pier which pier will be wholly situate in the said united parishes of Strachur and Strathlachlan and in the foreshore and bed of Lochfyne in or ex adverso of those united parishes:

Eighth. A pier at Furnace Lochfyne commencing at the point above described as the commencement of Railway No. 2 and extending in a south-easterly direction to and terminating at a point in Lochfyne one hundred and twenty-five yards or thereabouts from the said point of commencement of said pier which pier will be wholly situate in the parish of Inveraray and in the foreshore and bed of Lochfyne in or ex adverso of that parish:

Ninth. A pier at Crinan commencing at the point above described as the termination of Railway No. 3 and extending into Loch Crinan in a north-westerly direction for one hundred yards or thereabouts at the end of which distance of eighty yards the said pier will terminate which pier will be wholly situate in the parish of Kilmartin and in the foreshore and bed of Loch Crinan in or ex adverso of that parish.

Motherwell and Bellshill Railway (Abandonment)
Order Confirmation Act 1904
(4 Edw. 7 c.cxxxiii)

The whole Act.

Motherwell and Bellshill Railway (Abandonment) Order Confirmation Act 1904

6. This note proposes the repeal of an Act passed to confirm an Order abandoning the construction of railways in Lanark. The railway project was abandoned in 1904.

7. The construction of the railways was authorised by the *Motherwell and Bellshill Railway Act 1900* ("the 1900 Act").² The route of the railways was prescribed by section 5 of the 1900 Act and is set out in the *Annex* to this note.

8. The 1900 Act incorporated a company called *The Motherwell and Bellshill Railway Company* ("the Company") to construct the railways.

9. The purpose of the *Motherwell and Bellshill Railway (Abandonment) Order Confirmation Act 1904* ("the 1904 Act") was to confirm a Provisional Order authorising the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the Provisional Order contained in the Schedule to the 1904 Act recorded that the powers under the 1900 Act with respect to the purchase of the land and the making of the railways had not been exercised.

10. The 1904 Act provides -

- (i) for the short title of the Act (*section 1*)
- (j) for the confirmation of the Provisional Order (contained in the Schedule) for the abandonment of the Motherwell and Bellshill Railway (*section 2*).

11. The Order confirmed by the 1904 Act provides as follows:

- (a) for the short title of the Order (*Article 1*)
- (b) for the company to abandon the making of the railway authorised by the 1900 Act (*Article 2*)
- (c) for compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*Article 3*)
- (d) for the Company to be released from existing contractual obligations, subject to payment of compensation (*Article 4*)
- (e) repayment of deposit money; application of the deposit money (*Articles 5 - 6*)
- (f) for the company to proceed to wind up and "on dissolution of the Company the Act of 1900 shall be repealed" (*Article 7*)
- (g) for the Caledonian Railway Company to widen certain bridges (*Article 8*)
- (h) for payment of expenses associated with the 1904 Act (*Article 9*).

7. Clearly the purposes of the 1904 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1904 Act will have long since

² 63 & 64 Vict. c.cli.

been barred by passage of time. Accordingly the 1904 Act is spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside North Lanarkshire.

Consultation

9. Transport Scotland, Office of Rail Regulation, Network Rail Ltd, Office of the Advocate General, The Scotland Office, Heritage Railway Association, Scottish Railway Preservation Society, Railway Heritage Trust, and Railway Heritage Committee have been consulted about these repeal proposals.

07 March 2011

ANNEX

Railways authorised by the Motherwell and Belshill Railway Act 1900

A Railway (No. 1) 3 miles 0.77 chain or thereabouts in length commencing by a junction with the Bothwell and Whifflet branch of the North British Railway at a point thereon 946 yards or thereabouts measuring in an easterly direction along that branch from the centre of the span of the bridge carrying the said branch over the main line from Glasgow to Carlisle via Uddingston of the Caledonian Railway and terminating at a point in the field numbered 279 on the 25-inch Ordnance map of that parish (1898 edition) 130 yards or thereabouts southward from Coursington Road and 235 yards or thereabouts measuring in a south-westerly direction from the southmost corner of Coursington farm steading:

A Railway (No. 2) 3 furlongs 5.64 chains of thereabouts in length commencing by a junction with the Shettleston and Hamilton branch of the North British Railway at a point thereon at or neat the bridge carrying the public road from Uddingston to Bellshill over the said Shettleston and Hamilton branch and terminating by a junction with the Bothwell and Whifflet branch of the North British Railway at a point thereon 84 yards or thereabouts measuring in a westerly direction along the said Bothwell and Whifflet branch from the centre of the bridge carrying that branch over the public road from Bothwell to Fallside station:

A Railway (No. 3) 3 furlongs 0.41 chain or thereabouts in length commencing by a junction with the Bothwell and Whifflet branch of the North British Railway at a point thereon 40 yards or thereabouts south-westward from the centre of the bridge carrying the Uddingston and Holytown branch of the Caledonian Railway over the said Bothwell and Whifflet branch and terminating by a junction with the intended Railway (No. 1) in the field numbered 792 on the 25-inch Ordnance map of that parish (1898 edition) 47 yards or thereabouts north-westward from the turnpike road from Bothwell to Bellshill and 36 yards or thereabouts south-westward from the fence forming the north-eastern boundary of that field.

Rhins of Galloway Railway (Abandonment) Act 1883 (46 & 47 Vict. c.iii)	The whole Act.
--	----------------

Rhins of Galloway Railway (Abandonment) Act 1883

12. This note proposes the repeal of an Act passed to abandon the construction of railways in Wigtown. The railway project was abandoned in 1883.

13. The construction of the railways was authorised by the *Rhins of Galloway Railway Act 1878* ("the 1878 Act").³ The route of the railways was prescribed by section 5 of the 1878 Act and is set out in the *Annex* to this note.

14. The 1878 Act incorporated a company called *The Rhins of Galloway Railway Company* ("the Company") to construct the railways.

15. The purpose of the *Rhins of Galloway Railway (Abandonment) Act 1883* ("the 1883 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1883 Act recorded the Company had been unable to raise the capital necessary for the construction of the railway and none of the powers of the 1878 Act with respect to the purchase of land and making the railway had been exercised.

16. The 1883 Act provides:

- (k) for the short title of the Act (*Section 1*)
- (l) for the company to abandon the making of the railways authorised by the 1878 Act (*Section 2*)
- (m) for compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*Section 3*)
- (n) for the Company to be released from existing contractual obligations, subject to payment of compensation (*Section 4*)
- (o) for repayment of deposit money (*Section 5*)
- (p) for the Company to proceed immediately to wind up its affairs and settle debts (*Section 6*)
- (q) that once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1878 shall be by this Act repealed" (*Section 7*)
- (r) for payment of expenses associated with the 1883 Act (*Section 8*).

6. Clearly the purposes of the 1883 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1883 Act will have long since been barred by passage of time. Accordingly the 1883 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Dumfries and Galloway.

³ 41 & 42 Vict. c.lxxxix.

Consultation

8. Transport Scotland, Office of Rail Regulation, Network Rail Ltd, Office of the Advocate General, The Scotland Office, Heritage Railway Association, Scottish Railway Preservation Society, Railway Heritage Trust, and Railway Heritage Committee have been consulted about these repeal proposals.

07 March 2011

ANNEX

Railways authorised by the Rhins of Galloway Railway Act 1878

First. A railway, twelve miles six furlongs and nine chains of thereabouts in length, commencing at or near the station of the Portpatrick Railway at Stranraer, and terminating at or near New England Bay, in a field situate to the eastward of the public road leading from Stranraer to Drummore:

Second. A branch railway, eight chains or thereabouts in length, commencing by a junction with the railway above described at a point ninety-six yards or thereabouts south-eastward from the door of the booking office at the station of the Portpatrick Railway at Stranraer, and terminating by a junction with the main line of the Portpatrick Railway at a point thereon eighty yards or thereabouts westward from the door of the said booking office.

Glencairn Railway (Abandonment) Act 1881 (44 & 45 Vict. c.lxxix)	The whole Act.
---	----------------

Glencairn Railway (Abandonment) Act 1881

17. This note proposes the repeal of an Act passed to abandon the construction of a railway in Glencairn. The railway project was abandoned in 1881.

18. The construction of the railway was authorised by the *Glencairn Railway Act 1872* ("the 1872 Act").⁴ The route of the railway was prescribed by section 5 of the 1872 Act and is set out in the *Annex* to this note.

19. The 1872 Act incorporated a company called *The Glencairn Railway Company* ("the Company") to construct the railway. The powers given by the 1872 Act for the construction of the railway were amended by the *Glencairn Railway (Revival of Powers) Act 1877* ("the 1877 Act").⁵

20. The purpose of the *Glencairn Railway (Abandonment) Act 1881* ("the 1881 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1881 Act recorded that the Company had been unable to raise the capital necessary for the construction of the railway.

21. The 1881 Act provides:

- (s) for the short title of the Act (*section 1*)
- (t) for the company to abandon the making of the railway authorised by the 1872 and 1877 Acts (*section 2*)
- (u) for compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (v) for the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (w) for repayment of deposit money (*section 5*)
- (x) for the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (y) that once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1872 and 1877 shall be repealed" (*section 7*)
- (z) for payment of expenses associated with the 1881 Act (*section 8*).

6. Clearly the purposes of the 1881 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1881 Act will have long since been barred by passage of time. Accordingly the 1881 Act is spent and may now be repealed.

Extent

⁴ 35 & 36 Vict. c.clxxvi.

⁵ 40 & 41 Vict. c.ccxv.

7. The provisions proposed for repeal had no effect outside Dumfries and Galloway.

Consultation

8. Transport Scotland, Office of Rail Regulation, Network Rail Ltd, Office of the Advocate General, The Scotland Office, Heritage Railway Association, Scottish Railway Preservation Society, Railway Heritage Trust, and Railway Heritage Committee have been consulted about these repeal proposals.

07 March 2011

ANNEX

Railway authorised by the Glencairn Railway Act 1872

A railway ten miles four furlongs and 3.20 chains in length, commencing in the parish of Glencairn and county of Dumfries, near to the village of Moniaive, in a field belonging to and occupied by William Smith, Esquire, banker there, and lying to the south-east of and immediately adjoining the garden attached and pertaining to the house and offices of the Moniaive branch of the Union Bank of Scotland, and terminating in the parish of Kirkmahoe and county aforesaid, by a junction with the South-western Railway, at a point thereon fifteen chains or thereabouts, measured along the line of the said railway in a south-easterly direction, from the centre of the bridge carrying the public road from Auldgirth Bridge to Dalswinton village over the said South-western Railway.

Muirkirk Mauchline and Dalmellington
Railways (Abandonment) Act 1900
(63 & 64 Vict. c.ccliii)

The whole Act.

Muirkirk Mauchline and Dalmellington Railways (Abandonment) Act 1900

22. This note proposes the repeal of an Act passed to abandon the construction of railways in Ayr. The railway project was abandoned in 1900.

23. The construction of the railways was authorised by the *Muirkirk Mauchline and Dalmellington Railways Act 1896* ("the 1896 Act").⁶ The route of the railways was prescribed by section 5 of the 1896 Act and is set out in the *Annex* to this note.

24. The 1896 Act incorporated a company called *The Muirkirk Mauchline and Dalmellington Railways Company* ("the Company") to construct the railways.

25. The purpose of the *Muirkirk Mauchline and Dalmellington Railways (Abandonment) Act 1900* ("the 1900 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1900 Act recorded that no part of the capital of the Company had been issued and no notices to treat for the purchase of land had been served and it would be expedient to authorise the abandonment of railways and the dissolution of the Company.

26. The 1900 Act provides:

- (aa) for the short title of the Act (*section 1*)
- (bb) for the Company to abandon the making of the railways and piers authorised by the 1896 Act (*section 2*)
- (cc) for compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (dd) for the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (ee) for repayment of deposit money (*section 5*)
- (ff) for the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (gg) that once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1896 shall be by this Act repealed" (*section 7*)
- (hh) for payment of expenses associated with the 1900 Act (*section 8*).

6. Clearly the purposes of the 1900 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1900 Act will have long since been barred by passage of time. Accordingly the 1900 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside **East Ayrshire**..

⁶ 59 & 60 Vict. c.xxxvii.

Consultation

8. Transport Scotland, Office of Rail Regulation, Network Rail Ltd, Office of the Advocate General, The Scotland Office, Heritage Railway Association, Scottish Railway Preservation Society, Ayrshire Railway Preservation Group, Railway Heritage Trust and Railway Heritage Committee have been consulted about these repeal proposals.

07 March 2011

ANNEX

Railways authorised by the Muirkirk Mauchline and Dalmellington Railways Act 1896

A Railway No. 1 9 miles 5 furlongs 9.8 chains or thereabouts in length commencing in the parish of Muirkirk by a junction with the Muirkirk Branch of the Caledonian Railway at a point thereon three hundred and thirty yards or thereabouts measuring in a south-westerly direction from the centre of the bridge carrying the road leading from Muirkirk to Douglas over the Ponesk Burn and terminating in the parish of Sorn at a point sixty yards or thereabouts measuring in a northerly direction from the westmost corner of Daldilling Farm Steading:

A Railway No. 2 5 miles 7 furlongs 0.33 chains or thereabouts in length commencing in the parish of Sorn at the point before described as the termination of Railway No. 1 and terminating in the parish of Mauchline by a junction with the main line of the Glasgow and South Western Railway at a point thereon two hundred and sixty-five yards or thereabouts measuring along that railway in a north-westerly direction from the centre of the bridge carrying the Glasgow and South Western Railway over the Mauchline and Ayr Road:

A Railway No. 3 4 furlongs 7.6 chains or thereabouts in length wholly situate in the parish of Mauchline commencing by a junction with Railway No. 2 at point thereon thirty-five yards or thereabouts measuring in a north-easterly direction from the centre of the said bridge carrying the Glasgow and South Western Railway over the Mauchline and Ayr Road and terminating by a junction with the Ayr and Mauchline Branch of the Glasgow and South Western Railway at a point thereon thirty-five yards or thereabouts measuring in an easterly direction from the centre of the accommodation bridge under that branch railway at the boundary between the parishes of Tarbolton and Mauchline:

A Railway No. 4 8 miles 6 furlongs 1.2 chains in length commencing in the parish of Sorn at the point before described as the termination of Railway No. 1 and terminating in the parish of New Cumnock at a point eight hundred and fifty yards or thereabouts measuring in a north-easterly direction from the centre of the bridge a Dalricket carrying the road from Laigh Coalburn to Daleagles over the River Nith:

A Railway No. 5 8 miles 5 furlongs 6 chains of thereabouts in length commencing in the parish of New Cumnock at the point before described as the termination of Railway No. 4 and terminating in the parish of Dalmellington at a point one hundred and eighty yards or thereabouts measuring in an easterly direction from the south-west corner of Dalmellington parish church:

A Railway No. 6 5 furlongs 3.75 chains of thereabouts in length wholly situate in the parish of Dalmellington commencing by a junction with Railway No. 5 at a point eight hundred and twenty-five yards or thereabouts measuring in a south-westerly direction from the centre of the culvert carrying the public road from Dalmellington to Cumnock over the Pennyvenie Burn and terminating by a junction with the private mineral railway of the Dalmellington Iron Company Limited at a point three hundred and sixty five yards or thereabouts measuring in a westerly direction from the centre of the said culvert:

A Railway No. 7 4 miles 4 furlongs 5.2 chains or thereabouts in length wholly situate in the parish of New Cumnock commencing at the point before described as the termination of Railway No. 4 and terminating by a junction with Railway No. 5 at a

point thereon four hundred and seventy yards of thereabouts measuring in a southerly direction from the eastmost corner of Upper Beoch Farm Steading:

A Railway No. 8 2 miles 6 furlongs 3.8 chains of thereabouts in length wholly situate in the parish of New Cumnock commencing at a point three hundred and fifty yards of thereabouts measuring in an easterly direction from the centre of the bridge at Dalricket before described and terminating at a point on the Lanemark Private Mineral Railway seven hundred and fifty yards or thereabouts measuring in a north-easterly direction from the centre of the bridge carrying the highway from New Cumnock to Dalmellington over Redhall Burn:

A Railway No. 9 6 furlongs 8.2 chains or thereabouts in length wholly situate in the parish of New Cumnock commencing by a junction with Railway No. 8 at a point two hundred yards or thereabouts measuring in a southerly direction from the southmost corner of Burnfoot Farm Steading and terminating at a point one thousand yards or thereabouts measuring in a southerly direction from the south-east corner of Bank House:

A Railway No. 10 1 mile 1 furlong 2.5 chains or thereabouts in length wholly situate in the parish of Sorn and commencing by a junction with Railway No. 2 at a point seven hundred and ten yards or thereabouts measuring in a south-westerly direction from the centre of the bridge carrying the road from Mauchline to Sorn over Burn O'Need at Bridgend of Montgarswood and terminating at a point three hundred and thirty yards or thereabouts measuring in an easterly direction from the centre of the bridge carrying the road between Townhead and St. Germain's Street over the River Ayr at Catrine:

A Railway No. 11 4 miles 3 furlongs 7 chains or thereabouts in length wholly situate in the parish of Muirkirk commencing by a junction with Railway No. 1 at a point two hundred and ten yards or thereabouts measuring in a north-westerly direction from the northmost corner of Tardoes Farm Building and terminating by a junction with the Coalburn Branch of the Caledonian Railway at a point thereon four hundred and forty-five yards or thereabouts measuring in a south-westerly direction from the centre of the culvert carrying the southmost fork of the said Coalburn Branch Railway over the Galawhistle Burn:

A road wholly situate in the parish of Dalmellington commencing at a point three hundred and seventy-five yards or thereabouts measuring in a north-easterly direction from the south-west corner of the Dalmellington parish church and terminating by a junction with the public road from Dalmellington to Carsphairn at a point five hundred yards or thereabouts measuring in a south-easterly direction from the south-west corner of the said church.