

- Tramway No. 14 as hereinbefore described, and terminating in Balham Hill-road aforesaid at a point about $1\frac{1}{2}$ chains, measured in a south-westerly direction along that road, from Clapham Park-road.
- Tramway No. 16 (double line), commencing in Lambeth Palace-road by a junction with Tramway No. 48, authorised by "The South London Tramways Act, 1881," at a point about $3\frac{1}{4}$ chains, measured in a south-westerly direction along that road, from Crozier-street, and terminating in Lambeth Palace-road at a point about $1\frac{1}{3}$ chains, measured in a south-westerly direction along that road, from Crozier-street.
- Tramway No. 17 (single line), commencing at the point of termination of the intended Tramway No. 16 as hereinbefore described, and terminating in York-road at a point about $\frac{2}{3}$ of a chain, measured in a north-easterly direction along that road, from Westminster Bridge-road.
- Tramway No. 18 (double line), commencing at the point of termination of the intended Tramway No. 17, as hereinbefore described, and terminating in York-road at a point about $1\frac{1}{2}$ chains, measured in a south-westerly direction along that road, from Griffin-street.
- Tramway No. 19 (single line), commencing at the point of termination of the intended Tramway No. 18, as hereinbefore described, and terminating in York-road at a point about $1\frac{1}{2}$ chains, measured in a north-easterly direction along that road, from Griffin-street aforesaid.
- Tramway No. 20 (double line), commencing at the point of termination of the intended Tramway No. 19, as hereinbefore described, and terminating in York-road at a point about 1 chain, measured in a south-westerly direction along that road, from Vine-street.
- Tramway No. 21 (single line), commencing at the point of termination of the intended Tramway No. 20, as hereinbefore described, and terminating in York-road at a point about $1\frac{1}{2}$ chains, measured in a south-westerly direction along that road, from Tenison-street.
- Tramway No. 22 (double line), commencing at the point of termination of the intended Tramway No. 21, as hereinbefore described, and terminating in Stamford-street at a point about $\frac{2}{3}$ of a chain, measured in a north-easterly direction along that road, from Waterloo-road.
- Tramway No. 23 (double line), commencing at the point of termination of the intended Tramway No. 22, as hereinbefore described, and terminating in Stamford-street aforesaid at a point about $1\frac{1}{2}$ chains, measured in a south-westerly direction along that street, from Cornwall-road.
- Tramway No. 24 (single line), commencing in Stamford-street by a junction with the northernmost line of the intended Tramway No. 23, at a point about $1\frac{1}{2}$ chains, measured in a north-easterly direction along that street, from Waterloo-road, and terminating in Stamford-street aforesaid by a junction with the southernmost line of the intended Tramway No. 23, at a point about $2\frac{1}{2}$ chains, measured in a north-easterly direction along that street, from Waterloo-road.
- Tramway No. 25 (single line), commencing at the point of termination of the intended Tramway No. 23, as hereinbefore described, and terminating in Stamford-street aforesaid at a point about $\frac{1}{4}$ of a chain, measured in a north-easterly direction along that street, from Prince's-street.
- Tramway No. 26 (double line), commencing at the point of termination of the intended Tramway No. 25, as hereinbefore described, and terminating in Stamford-street aforesaid at a point about $2\frac{3}{4}$ chains, measured in a north-easterly direction along that street, from Prince's-street.
- Tramway No. 27 (single line), commencing at the point of termination of the intended Tramway No. 26, as hereinbefore described, and terminating in Stamford-street aforesaid at a point about $\frac{1}{2}$ of a chain, measured in a north-easterly direction along that street, from Broadwall.
- Tramway No. 28 (double line), commencing at the point of termination of the intended Tramway No. 27, as hereinbefore described, and terminating in Stamford-street aforesaid at a point about $\frac{1}{2}$ of a chain, measured in a south-westerly direction along that street, from Hatfield-street.
- Tramway No. 29 (single line), commencing at the point of termination of the intended Tramway No. 28, as hereinbefore described, and terminating in Southwark-street at a point about $1\frac{1}{2}$ chains, measured in a south-easterly direction along that street, from Blackfriars-road.
- Tramway No. 30 (double line) commencing at the point of termination of the intended tramway No. 29, as hereinbefore described, and terminating in Southwark-street by a junction with the existing tramways of the Company, at a point about $\frac{2}{3}$ of a chain, measured in a south-easterly direction along that street, from Southwark-bridge-road.
- Tramway No. 31 (single line) commencing in Waterloo-road by a junction with the westernmost line of Tramway No. 2, authorised by "The City of London and Metropolitan Tramways Order, 1881," confirmed by "The Tramways Orders Confirmation (No. 3) Act, 1881," at a point 1 chain or thereabouts, measured in a south-easterly direction along Waterloo-road, from the termination of that Tramway, and terminating in Waterloo-road by a junction with the easternmost line of that Tramway therein defined as its point of termination.
- Tramway No. 32 (single line), commencing in Waterloo-road aforesaid by a junction with the termination of the easternmost line of Tramway No. 2, authorised by "The City of London and Metropolitan Tramways Order, 1881," confirmed by "The Tramways Orders Confirmation (No. 3) Act, 1881," at its point of termination, and terminating in Waterloo-road aforesaid at a point about $\frac{1}{2}$ of a chain, measured in a north-westerly direction along that road, from Cross-street.
- Tramway No. 33 (double line), commencing at the point of termination of the intended Tramway No. 32, as hereinbefore described, and terminating in Waterloo-road aforesaid at a point about 2 chains, measured in a south-easterly direction along that road, from the south-eastern end of the parapet walls of Waterloo-bridge.
- Tramway No. 34 (single line), commencing at the point of termination of the intended Tramway No. 33, as hereinbefore described, and terminating in Waterloo-road aforesaid at a point distant from its point of commencement about 1 chain, measured in a north-westerly direction.