

In Parliament—Session 1883.

South Staffordshire and Birmingham District Steam Tramways Extensions.

(Dissolution and Reincorporation of South Staffordshire and Birmingham District Steam Tramways Company (Limited); Vesting of the South Staffordshire, Wednesbury, and West Bromwich and Birmingham and Western District Tramways in the Company to be Incorporated; Running Powers over the last-named Tramways, Agreements with the Promoters of those several Tramways, New Tramways in the Parishes of Birmingham, West Bromwich, and Harborne, and Township of Smethwick, in the Counties of Stafford and Warwick, to be Worked by Steam or Mechanical Power; Breaking up and Interference with Streets, Purchase of Lands, Compulsorily and by Agreement; Agreements with Local Authorities and Contributions by them, Levying New and Altering Existing Tolls, Rates, and Duties; Vesting Capital of Limited Company in the Company to be Incorporated; and Raising Additional Capital; Incorporation of Acts; Amendment of Orders and 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 all or some of the following among other purposes, that is to say:—

1. To dissolve the South Staffordshire and Birmingham District Steam Tramways Company (Limited) (hereinafter called the Limited Company) as they now exist, and to cancel their Memorandum and Articles of Association, and any other instrument under which they are now acting.
2. To incorporate the Limited Company by the name of the South Staffordshire and Birmingham District Steam Tramways Company, or by some other name, and to confer upon the Company so incorporated (hereinafter referred to as the Company) all necessary powers and authorities for carrying into effect the objects of the Bill.
3. To vest in the Company the undertakings, lands, and property of the promoters under the South Staffordshire Tramways Order, 1881, and of the promoter under the Wednesbury and West Bromwich Tramways Order, 1881, the Staffordshire Tramways Orders, 1879, 1880, and 1882 respectively, and to enable the Company to exercise all the rights, powers, and privileges of the said promoters and promoter respectively, subject to such alterations and additions as may be contained in the Bill or prescribed by Parliament.
4. To transfer to or provide for the transfer to and the vesting in the Company of the undertakings, powers, rights, privileges, and property of the promoters of the Birmingham and Western District Tramways, so far as they are subsisting, under the powers of the Birmingham and Western Districts Tramways Order, 1881, and the Birmingham and Western Districts Tramways Order, 1882, upon such terms and conditions as may be agreed on between the said promoters and the Company, or as may be settled by arbitration or defined in the Bill or prescribed by Parliament, and, if necessary, to revive and extend the powers for the completion of those several tramways or some of them.
5. To authorise the Company to run over and use with their engines, carriages, officers, and servants, the Birmingham and Western District Tramways, and all sidings, junctions, turnouts, turntables, and conveniences thereof, if when

and as the same or any part or parts thereof may be from time to time completed or opened for public traffic.

6. To enable the Company to make, lay down, construct, and maintain all or some of the tramways hereinafter described, with all requisite and expedient rails, plates, sleepers, turntables, turnouts, crossings, junctions, passing places, stables, carriage houses, sheds, buildings, works, and conveniences connected therewith respectively. The tramways will be laid on a gauge of 3ft. 6in., and it will be provided by the Bill that so much of Section 34 of the Tramways Act, 1870, as limits the extent of the carriages used on the tramways beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the tramways for the time being of the Company.

7. Where in the description of this notice of any of the proposed tramways reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction (as the case may be) is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads, and if needs be produced, would intersect each other, and where reference is made to a building or house the measurement is taken from a point in the centre line of tramway, from which a perpendicular line would cut the particular portion of the building mentioned. All measurements are taken along the centre line of proposed tramway.

8. The tramways proposed to be authorised by the Bill are the following, that is to say:—

Tramway No. 1. Wholly situate in the borough and parish of Birmingham, in the county of Warwick, commencing in Colmore-row, at the south-western end thereof, at a point 20 yards or thereabouts north-west from the south-east corner of the Birmingham Town Hall, passing thence in a north-westerly direction across Colmore-row, along Congreve-street, Summer-row, Parade, Sand Pits, Summer-hill, Spring-hill, and Dudley-road, and terminating therein at the boundary of the borough and parish of Birmingham, and the county of Warwick.

The tramway will be a double line, except between the following points, where it will be a single line, viz.:—

At its commencement for the length of  $\frac{1}{2}$  a chain.

In Congreve-street and Summer-row, from a point 11 yards or thereabouts south-east from Edmund-street to a point 34 yards or thereabouts south-east from Lionel-street.

Tramway No. 2. Wholly situate in the township of Smethwick, in the parish of Harborne, in the county of Stafford, commencing by a junction with the termination of Tramway No. 1 hereinbefore described, passing thence in a westerly direction along Cape-hill, Bearwood-road, Bearwood-hill, High-street, and Oldbury-road, and terminating therein at a point opposite the centre of Mallin-street.

The tramway will be a double line, except between the following points, where it will be a single line:—

In Bearwood-hill and High-street between Church-lane and Trinity-street.

In Oldbury-road, between Holly-lane and Feeder-street, from a point 26 yards or thereabouts north-west from Nine Leaseowes to a point 35 yards or thereabouts west from Church-street.