

Board of Trade.—Session 1885.

Birmingham and Western Districts Tramways
Provisional Order.

(Construction of Tramways in the Parishes or Places of Birmingham, Aston, Edgbaston, Handsworth, West Bromwich, Oldbury, Halesowen, Smethwick, Harborne, Rowley Regis, Coseley, and Sedgley, or some of them, in the Counties of Warwick, Worcester, and Stafford; Power to use Steam or Cable or other Mechanical or other Power; Agreements with Local Authorities; Extension of Time for Completion of Tramways authorised by the Birmingham and Western Districts Tramways Orders, 1881, 1882, and 1883; Provisions as to junctions with and Running Powers over other Tramways; Repeal and Amendment of Orders; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Birmingham and Western Districts Tramways Company, Limited (hereinafter called "the Promoters"), to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of them, with all necessary and proper rails, plates, sleepers, turn-tables, tubes, wires, ropes, engines, works, and conveniences connected therewith respectively (that is to say):—

[Where in the description in 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.]

Tramway No. 1, commencing in Cranford-street (Smethwick) at the borough and parish boundary by a junction with the termination of Tramway No. 9 authorised by the Birmingham and Western Districts Tramways Order, 1881 (hereinafter called "the Order of 1881"), thence passing in a north-westerly direction along Cranford-street and Soho-street, and terminating in Rabone-lane at a point 1·40 chain north-east of the intersection of Soho-street with Rabone-lane.

Tramway No. 1 will be a single line of tramway except at the following places, where it will be a double line: in Cranford-street from a point 7·80 chains distant from the commencement of the tramway for a distance of 4 chains to the north-west, also from a point 1·40 chain south-east of Moiliet-street for a distance of 3 chains to the north-west; also from a point 1·80 chain south-east of Alma-street for a distance of 3 chains to the north-west; in Soho-street from a point 0·40 chain south-east of the centre of the bridge over the Stour Valley Railway to the termination of the tramway in Rabone-lane.

Tramway No. 2, commencing at the termination of Tramway No. 1 and passing in a north-easterly direction along Rabone-lane and Booth-street, northerly along Crockett's-road and terminating therein at a point 0·40 chain south of the Holyhead-road.

Tramway No. 2 will be a single line of tramway except at the following places, where it will be a double line: in Rabone-lane from a point distant 2·20 chains from the commencement of the tramway for a distance of 3 chains to the north-east; from a point 4·90 chains south-west of Cornwall-road for a distance of 3 chains to the north-east; in Booth-street from a point 2 chains south-west of Downing-street for a distance of 3 chains to the north-east; in Crockett's-road from a point 0·40 chain north-east of Station-road for a distance of 3 chains to the north-east, also from a point 0·50 chain south of the termination of the tramway for a distance of 3 chains to the south.

Tramway No. 3, commencing in Booth-street by a junction with Tramway No. 2 at a point 0·75 chain south-west of the intersection of Station-road, and passing in a westerly and northerly direction along Station-road, and terminating in Holyhead-road at a point 0·50 chain west of Station-road by a junction with the tramways authorised by the Wednesbury and West Bromwich Tramways Order, 1881.

Tramway No. 3 will be a single line of tramway except at the following places, where it will be a double line:—In Station-road facing the Handsworth Railway Station from a point distant 6·40 chains from the commencement of the tramway for a distance of 3 chains to the west and north; also from a point 1·50 chain south of Junction-road for a distance of 3 chains to the north; also from a point 3·90 chains south of the Holyhead-road for a distance of 3 chains to the north.

Tramway No. 3A, commencing in Station-road by a junction with Tramway No. 3 at a point 0·40 chain south of the Holyhead-road, passing northerly along Station-road, and terminating in Holyhead-road by a junction with Tramway No. 2 authorised by the Wednesbury and West Bromwich Tramways Order, 1881, at a point 0·50 chain east of Station-road,

Tramway No. 3A will be a single line of tramway for its whole length.

Tramway No. 4, commencing in Freeth-street (Oldbury) by a junction with Tramway No. 5 authorised by the Order of 1881 at a point 0·20 chain west of Church-street, thence passing in a southerly direction east of the Weigh-bridge House, then along Halesowen-street, Church-bridge, Birchfield-lane, White Heath-gate, Oldbury-road, and terminating in Halesowen-street (Blackheath) at a point 2·10 chains south of High-street.

Tramway No. 4 will be a single line of tramway except at the following places, where it will be a double line: in Halesowen-street from a point 0·45 chain north of the northern face of the Talbot Hotel to a point 0·90 chain south of the centre of the bridge carrying the Oldbury Railway over Halesowen-street; in Church-bridge from a point 0·15 chain south of the centre of Whimsey-bridge over the Birmingham Canal for a distance of 3 chains to the south; from a point 5·10 chains south of the south-western angle of Church Mission Tent for a distance of 3 chains to the south; in Birchfield-lane from a point 1·50 chain north of Park-street for a distance of 3 chains to the south; also from a point opposite the centre of "Holly Bush Inn" for a distance of 3 chains to the south; from a point 2·90 chains north of the centre of the "Boat Inn" for a distance of 3 chains to the south; also from a point 0·50 chain south of the "New Hotel" (No. 83) for a distance of 3 chains to the south; in White-heath-gate from a point 3·10 chains south of Titford-road for a distance of 3 chains to the