

Board of Trade—Session 1885.

Salford Corporation Tramways (Provisional Order).

(Powers to Corporation of Salford to construct Tramways in the Borough, to be worked by Animal, Steam, Gas, Compressed Air, Electricity, Hallidies' System, or other mechanical power—Removal of portion of existing Tramway in Bury New-road—Breaking up Streets, Levying Tolls, Rates, and Charges—Borrowing Moneys—Agreements, Incorporation, and Amendment of Acts.)

**N**OTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Salford, in the County Palatine of Lancaster (hereinafter called "the Corporation"), intend to apply to the Board of Trade for a Provisional Order to be confirmed by Parliament in the ensuing session, for the following or some of the following among other purposes, that is to say:—

1. To enable the Corporation to make, lay down, form, and maintain partly in the townships of Broughton and Salford, both in the parish of Manchester, and partly in the township of Pendleton, in the parish of Eccles, in the said County and within the said Borough, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, junctions, turntables, turnouts, crossings, passing places, stables, carriage houses, sheds, buildings, works, and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The said proposed tramways are the following:—

A Tramway No. 1 (a double line), wholly situated in the Bury New-road, in the said township of Broughton and parish of Manchester (formerly the Manchester and Bury New Turnpike-road), commencing by a junction with the existing tramways in the Bury New-road at a point two chains south-east of the ornamental lamp situated in the carriage-way where Moor-lane joins that road, and terminating by a junction with the existing tramways at the point where they cross the boundary between the City of Manchester and the Borough of Salford.

A Tramway No. 2 (a single line), wholly in the said township of Broughton and parish of Manchester, commencing in the Bury New-road by a junction with Tramway No. 1 at a point opposite to Broom-lane, proceeding thence along Lower Broughton-road and Great Clowes-street, and terminating by a junction with the existing tramways in Great Clowes-street, at a point about 0.5 of a chain south of the junction of Broughton-lane with that street.

A Tramway No. 3 (a single line), wholly in the said township of Broughton and parish of Manchester, commencing by a junction with the existing tramways in Great Clowes-street at a point about 1.33 chains north of the centre of Broughton-bridge, passing along Great Clowes-street and Lower Broughton-road, and terminating by a junction with the existing line of tram-

ways in Lower Broughton-road at a point 1 chain north of the junction of Camp-street with that road.

A Tramway No. 4 (a double line), wholly in the said townships of Salford and Pendleton and parishes of Manchester and Eccles, commencing in Broad-street in the said township of Pendleton by a junction with the existing tramways at a point 0.4 of a chain west of the junction of Cross-lane with Broad-street, passing thence across Broad-street, along Cross-lane, across Regent-road (otherwise the main road to Eccles), along Trafford-road, and terminating in the said township of Salford at the centre of the bridge carrying Trafford-road over the River Irwell.

A Tramway No. 4a (a double line), wholly in the said township of Salford and parish of Manchester, commencing by a junction with the existing lines at a point 1.47 chain north-west of the centre of the bridge known as Windsor-bridge, carrying the main road over the railway of the Lancashire and Yorkshire Railway Company, passing along the road known as Windsor, leading from that point past a piece of ornamental ground of the Corporation to Cross-lane, and terminating by a junction with Tramway No. 4 at the junction of the said road with Cross-lane.

A Tramway No. 5 (a double line), wholly in the said township of Salford and parish of Manchester, commencing in Trafford-road by a junction with Tramway No. 4 at a point 0.75 of a chain south of Regent-road, and terminating in Regent-road by a junction with the existing tramway at a point 0.75 of a chain east of the junction of Cross-lane with Regent-road.

A Tramway No. 6 (a single line), wholly in the said township of Salford and parish of Manchester, commencing by a junction with the existing tramways in Regent-road at a point 0.56 of a chain eastward of the junction of Goodiers-lane with Regent-road, and passing into and along Goodiers-lane to the end of Tatton-street, thence in a westerly direction across the proposed Tramway No. 4 in Trafford-road into and through Broadway, in a south-westerly direction, past the entrance to the Race-course, and terminating at the southern end of Howard-street.

A Tramway No. 7 (a single line), wholly in the said township of Salford and parish of Manchester, commencing by a junction with Tramway No. 6 at its termination, passing along Broadway into Trafford-road, and terminating by a junction with Tramway No. 4 at a point 1 chain south of Farm-street.

A Tramway No. 8 (a single line), wholly in the said township of Salford and parish of Manchester, commencing by a junction with Tramway No. 6 at a point 1 chain east of the centre of Trafford-road, and terminating by a junction with Tramway No. 4 at a point opposite the production of the north side of Tatton-street.

A Tramway No. 9 (a double line), wholly in the said township of Broughton and parish of Manchester, commencing in the Bury New-road by a junction with the existing tramways of the Corporation at a point about 1.58 chains south of the junction of Moor-lane with that road, and terminating at a point 2.27 chains north of its commencement by a junction with the Manchester, Bury, and Rochdale Tramways in Bury New-road aforesaid.

The tramways will be laid as single lines except between the following points, where they will be laid as double lines, that is to say:—