

Board of Trade.—Session 1886.

Birmingham Central Tramways Extension.
(New Tramways in Birmingham, Aston, Edgbaston, Saltley, Handsworth, Harborne, King's Norton, Balsall Heath, and Northfield; Alteration of Gauge of Tramways of the Birmingham Tramways and Omnibus Company, Limited; Transfer to Birmingham Central Tramways Company, Limited, of Undertaking of the Birmingham Tramways and Omnibus Company, Limited, and of Tramway No. 6, authorised by the North Birmingham Tramways Order, 1884, and Tramways Nos. 13, 14, and 15, authorised by the Edgbaston and Harborne Tramways Order, 1883; Extension of Time for commencement and completion of such Tramways, and of Tramways of the Birmingham Central Tramways Company, Limited; Leases and Running Powers; Agreements, Cable Tramways, and six feet three cars; Other Powers in relation to Tramways; Amendment of Acts and Orders).

NOTICE is hereby given, that application is intended to be made on or before the 23rd day of December next, to the Board of Trade, by the Birmingham Central Tramways Company, Limited (hereinafter called the Company), for an Order for the following or some of the following purposes, that is to say:—

To authorise the making, altering, forming, laying down, maintaining, working, and using of the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, tubes, wires, cables, ropes, works, and conveniences, either for working the same by animal, steam, or other mechanical power, or by the cable system.

(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 centre 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 the proposed tramways.)

A Tramway No. 1—2 furlongs 1·10 chains in length commencing in Hagley-road, at a point 4·70 chains or thereabouts east of the centre of the fountain situate near the junction of Sandon-road with Hagley-road, passing thence in a westerly direction into and along Sandon-road thence in a southerly direction along Meadow-road to its junction with Hagley-road, and thence along Hagley-road in an easterly direction, and terminating therein at a point opposite and 7 feet southward from its point of commencement.

Tramway No. 1 is intended to be used as a loop line, and will be single throughout.

A Tramway No. 2—1 mile 3 furlongs 5·30 chains in length, of which 1 mile 3 furlongs 4·65 chains will be double line, and 2 furlongs 0·65 chain will be single line, commencing in Hagley-road by junctions with Tramway No. 1 at its points of commencement and termination, passing thence in an easterly direction along Hagley-road Five-ways and Broad-street, and terminating in Broad-street near the Five-ways, at a point 0·60 chain or thereabouts north-east of the north-east side of Ladywood-road.

The single portion of the tramway will be situate between a point 2·15 chains and 2 fur-

longs 2·80 chains east of the commencement of the tramway.

A Tramway No. 3—4·70 chains in length (single throughout) commencing by a junction with Tramway No. 2 at a point 3·70 chains south-west of the south-west side of Ladywood-road, passing thence in an easterly direction across Five-ways into Islington-row, and terminating by a junction with the tramway authorised by the Birmingham and Western Districts Order, 1883, at a point 1·20 chains or thereabouts south-east of the south-east side of Broad-street.

A Tramway No. 4—1·85 chains in length (single throughout), commencing at Five-ways, near the eastern end of Harborne-road, at a point 0·20 chain south of the south side of Islington-row, passing thence into Islington-row, and terminating by a junction with the tramway authorised by the Birmingham and Western Districts Order, 1883, at a point 0·70 chain or thereabouts south-east of the south-east side of Broad-street.

A Tramway No. 5—5 furlongs 5·75 chains in length, of which 3 furlongs 6·53 chains will be double line, and 1 furlong 9·22 chains will be single line, commencing in Harborne-road at the county, parish, and borough boundary, opposite the intersection of Metchley-lane, and forming a junction with Tramway No. 5^h, passing thence in a north-easterly direction along Harborne-road, and terminating in that road, at a point 0·90 chain, or thereabouts, south of the south side of Augustus-road.

The single portions of the tramway will be situate as follows, viz.:—

From a point 5 chains south-west of the south-west side of Westfield-road, for a distance of 4·24 chains south-westerly.

From a point of 2·40 chains north-east of the north-east side of Westfield-road, for a distance of 3·48 chains north-easterly.

From a point 3 chains south-west of the south-west side of Westbourne-road, to the termination of the tramway.

A Tramway No. 6—5 furlongs 5·13 chains in length, of which 2 furlongs 6·83 chains will be double line, and 2 furlongs 8·30 chains will be single line, commencing at the termination of Tramway No. 5, passing thence in an easterly direction along Harborne-road, Five-ways, and Broad-street, and terminating in the last-named street, at a point 0·60 chain or thereabouts north-east of the north-east side of Ladywood-road.

The single portions of the tramway will be situate as follows, viz.:—

From a point 3·10 chains east of the east side of Chad-road, for a distance of 1 furlong 2·30 chains easterly.

From a point 2·10 chains east of the east side of Highfield-road, for a distance of 1 furlong 6 chains easterly.

A Tramway No. 7—5 furlongs 8·80 chains in length (double line throughout), commencing at the termination of Tramways Nos. 2 and 6, at a point in Broad-street 0·60 chain north-east of the north-east side of Ladywood-road, passing thence in a north-easterly direction along Broad-street, south-easterly along Easy-row, and north-easterly along Paradise-street, and terminating in the last-named street by a junction with the existing Birmingham Corporation lines (authorised by the Birmingham Corporation Tramways Order, 1885, hereinafter called the Corporation Order, 1885, to be relaid), at a point 0·58 chain north-east of the north-east side of Suffolk-street.

A Tramway No. 8—2·12 chains in length (double line throughout), commencing by a junction with Tramway No. 7 in Easy-row, at a point 1·50 chains south-east of the south-east side of