

In Parliament.—Session 1886.

Birmingham Central Tramways
Company, Limited.

(New Tramways in Birmingham, Aston, Edgbaston, Saltley, Handsworth, Harborne, King's Norton, Balsall Heath, and Northfield; Reincorporation of the Birmingham Central Tramways Company, Limited; Compulsory purchase of Lands; Alteration of gauge of Tramways of the Birmingham Tramways and Omnibus Company, Limited; Transfer to Company of the Undertaking, and Tramway Lines and Works of the Birmingham Tramways and Omnibus Company, Limited, and of Tramway No. 6 authorised by 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; Power to levy Tolls, &c.; Agreements; Other Powers in relation to Tramways; Amendment of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act for all or some of the following purposes, that is to say:—

To reincorporate the Birmingham Central Tramways Company, Limited (hereinafter called the Central Company or the Company), constituted under "The Companies Acts, 1862 to 1880," and to cancel or annul their Memorandum and Articles of Association, and to dissolve for the purpose of reincorporation the "Central Company" by the same or another name, and to vest in the Company so reconstituted (hereinafter called "the Company") all the Undertaking, lands, tramways, works, rights, powers, privileges, easements, moneys, agreements, and benefit of agreements, choses in action and property, real and personal, of the Central Company, and to alter, define, and regulate their share and loan capital, and to regulate and conduct their affairs, and for increasing their capital by creating and issuing new or additional shares or stock, ordinary or preference, or by borrowing on mortgage, or by all or any of those means, and for empowering the Company to carry into effect the purposes of the intended Act.

To confer on the Company, and to confirm the possession by the Company of all the rights, powers, and privileges conferred upon the Central Company by the Birmingham and Suburban Tramways Order, 1882, confirmed by the Tramways Orders Confirmation (No. 3) Act, 1882, and the Birmingham Central Tramways (Extension) Order, 1885, confirmed by the Tramways Orders Confirmation (No. 3) Act, 1885, all which powers are now vested in the Central Company.

To authorise the making, forming, laying down, altering, 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 5 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 furlongs 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. 55, 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 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