

of the imaginary centre line of the road, passing thence in a south-easterly direction along Hanley-street, north-easterly along Cliveland-street, and thence in a northerly direction into and terminating in New Town-row by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882) at a point of 0·30 chain north-west of the north-west side of Cliveland-street.

A Tramway No. 31.—2 furlongs 3·24 chains in length (double throughout), commencing in Colmore-row by a junction with the Birmingham Corporation Tramway (authorised by the Corporation Order, 1885, to be relaid) at a point 0·30 chain south-west of the south-west side of Snow-hill, passing thence in a north-easterly direction into and along Steelhouse-lane, and terminating therein near Corporation-street by a junction with the existing Birmingham Central Tramway (authorised by Suburban Order, 1882) at a point 0·20 chain south-west of the south-west side of Lancaster-street.

A Tramway No. 32.—(A loop line) 1·40 chains in length (double throughout), commencing in Snow-hill by a junction with the Birmingham Corporation Line (authorised by the Corporation Order, 1885, to be relaid) at a point 0·40 chain north-west of the north-west side of Colmore-row, passing thence in an easterly direction into and terminating in Steelhouse-lane by a junction with Tramway No. 31 at a point 0·15 chain north-east of the north-east side of Bull-street.

A Tramway No. 33.—4 furlongs 5·42 chains in length, of which 1 furlong 4·25 chains will be double line, and 3 furlongs 1·17 chains will be single line, commencing in Bristol-road at a point 2·20 chains south-west of the intersection of Oak Tree-lane and Bristol-road, passing thence in a north-easterly direction along Bristol-road, and terminating in that road at a point 0·55 chain south-west of the north-east side of Dawlish-road.

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

From a point 0·20 chain north-east of the intersection of Chapel-lane and Bristol-road, for a distance of 8·25 chains north-eastward.

From a point 0·35 chain north-east of the north-east side of Heeley-road for a distance of 3 chains north-eastward.

From a point 0·65 chain south-west of the intersection of Tiverton-road and Bristol-road for a distance of 3 chains north-eastward.

A Tramway No. 34.—3 chains in length (single throughout), commencing in Oak Tree-lane at a point 2·50 chains south of the intersection of Bristol-road and Oak Tree-lane, passing thence in a northerly direction along Oak Tree-lane, thence north-easterly into and terminating in Bristol-road by a junction with Tramway No. 33 at a point 0·70 chain north-east of the intersection of Oak Tree-lane and Bristol-road.

A Tramway No. 35.—(A loop line) 1·35 chains in length (single throughout), commencing in Bristol-road by a junction with Tramway No. 33 at a point 1·25 chains south-west of the intersection of Oak Tree-lane with Bristol-road, passing thence in a south-easterly direction into and terminating in Oak Tree-lane by a junction with Tramway No. 34 at a point 1·40 chains south of the intersection of Bristol-road and Oak Tree-lane.

A Tramway No. 36.—1 furlong 3·85 chains in length, of which 1 furlong 3·40 chains will be double line, and 0·45 chain will be single line, commencing in Bristol-road at the termination of Tramway No. 33, passing thence in a north-easterly direction along Bristol-road and termi-

nating in that road by a junction with the Birmingham Corporation line (authorised by Birmingham Corporation Tramways Order, 1885, to be relaid) at a point in the centre of the bridge over the brook forming the boundary between the counties of Warwick and Worcester.

The single portion of the tramway will be situate from the commencement of the tramway for a distance of 0·45 chain north-eastward.

A Tramway No. 37.—5 furlongs 0·50 chain in length, of which 3 furlongs 3·35 chains will be double line, and 1 furlong 7·15 chains will be single line, commencing in Summer-lane by a junction with Tramway No. 28 at a point 0·40 chain south of the south side of William-street North, passing thence in a northerly direction along Summer-lane, and terminating at the centre of the bridge over Hockley Brook, the point of termination being at the borough and parish boundary.

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

From a point 0·20 chain south of the south side of Theodore-street for a distance of 8·85 chains north-easterly.

From a point 1·10 chains south-west of the south-west side of Cooper-street for a distance of 8·30 chains north-easterly.

A Tramway No. 38.—2 furlongs 8·35 chains in length, of which 3 chains will be double line and 2 furlongs 5·35 chains will be single line, commencing by a junction with Tramway No. 37 at its termination, passing thence in a northerly direction along Alma-street, north-westerly across Six Ways and terminating near the end of Lozells-road by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882) at a point 0·30 chain west of a point in line with the west side of Alma-street.

The double portion of the tramway will be situate from a point opposite the north side of Gerrard-street for a distance of 3 chains southward.

A Tramway No. 39.—2 furlongs 2·80 chains in length, of which 1 furlong 6·80 chains will be single line, and 6 chains will be double line, commencing in High-street, Aston, by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882), at a point 0·85 chain south of the intersection of Whitehead-street and High-street, passing thence in a north-easterly direction along Whitehead-road, and terminating in that road at a point 0·40 chain south-west of the intersection of Frederick-road and Whitehead-road.

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

From a point 1·10 chains south-west of the intersection of Victoria-road and Whitehead-road for a distance of 3 chains south-westward.

From a point 0·25 chain north-east of the intersection of Albert-road and Whitehead-road for a distance of 1·80 chains south-westward.

From a point 2·40 chains north-east of the intersection of Albert-road and Whitehead-road to the termination of the tramway.

A Tramway No. 40.—(A loop line) 1·10 chains in length (single throughout), commencing in High-street, Aston, by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882) at a point 0·85 chain northward of the intersection of Whitehead-road and High-street, passing thence in an easterly direction, and terminating in Whitehead-road by a junction with Tramway No. 39 at a point 1 chain north-east of the intersection of High-street and Whitehead-road.

A Tramway No. 41.—7 furlongs 2·27 chains