

and easterly along Lozells-road, terminating therein by a junction with the tramway authorised by the Birmingham Central Tramways (Extension) Order, 1885, at a point 3.50 chains east of the intersection of George-street and Lozells-road.

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

From a point 0.55 chain south-west of the intersection of Hampstead-road and Villa-road, for a distance of 3 chains south-westward.

From a point 1 chain west of the intersection of Barker-street and Lozells-road to the termination of the tramway.

A Tramway No. 51.—(A loop line) 1.40 chains in length (single throughout), commencing in Soho-hill by a junction with Tramway No. 47 at a point 1.20 chains south-east of the intersection of Villa-road and Soho-hill, passing thence in a northerly direction and terminating in Villa-road by a junction with Tramway No. 50 at a point 1 chain north-east of the intersection of Soho-road and Villa-road.

A Tramway No. 52.—1 furlong 2.60 chains in length (double throughout), in substitution for the existing single line or passing-places, commencing in Birchfield-road by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882) at a point 0.50 chain or thereabouts north of the north-west corner of Witton-road, and passing thence in a northerly direction along and terminating in that road at a point at the parish boundary dividing Aston from Handsworth, the said parish boundary crossing the Birchfield-road at a point 2 chains south of the intersection of Johnstone-street.

A Tramway No. 53.—6 furlongs 4.45 chains in length (double throughout), in substitution for the existing single line or passing-places, commencing by a junction with Tramway No. 52 at its point of termination, passing thence in a northerly and north-easterly direction along Birchfield-road, and terminating therein at the termination of the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882).

A Tramway No. 54.—5 furlongs 9.55 chains in length, commencing in High-street, Harborne, at a point 2.20 chains east of the east side of Albany-road, passing thence in a north-westerly direction along High-street, southerly along Park-road, easterly along Lodge-road, and terminating in High-street at a point opposite and 7 feet southwards from its point of commencement.

Tramway No. 54 is intended to be used as a loop line, and will be single throughout.

A Tramway No. 55.—2 furlongs 7.20 chains in length, of which 1 furlong 8.90 chains will be single line, and 8.30 chains will be double line, commencing in High-street, Harborne, by junctions with Tramway No. 54 at its points of commencement and termination, passing thence in a north-easterly direction along High-street, and terminating at the intersection of Metchley-lane by a junction with Tramway No. 5.

The double portions of the tramway will be situate from the point of commencement for a distance of 7.30 chains north-eastward, and from the point of termination for a distance of 1 chain south-westward.

In the following instances the tramways will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the road specified in each instance, and the outside of the nearest rail of the tramway.

Tramway No. 1.—In Sandon-road—From the east side of Meadow-road for a distance of 5.50 chains easterly on both sides of the road.

Tramway No. 5.—In Harborne-road—From a point 3 chains south-west of the south-west side of Westbourne-road for a distance of 3 chains south-westerly on both sides of the road.

Tramway No. 6.—In Harborne-road—From a point 0.75 chain east of the east side of Chad-road for a distance of 2.10 chains easterly on the north side of the road.

In Harborne-road.—From a point 0.70 chain south-west of the south-west side of Augustus-road for a distance of 3.20 chains north-easterly and easterly on the south side of the road.

In Harborne-road.—From a point 2 chains south-west of the south-west side of Islington-row for a distance of 4.90 chains south-westerly on the north-west side of the road.

In Harborne-road.—From the north-east corner of Calthorpe-road for a distance of 4 chains westerly on the south side of the road.

Tramway No. 9.—In Carpenter-road—From a point 1.50 chains from the commencement of the tramway for a distance of 2.90 chains eastward on both sides of the road.

In Carpenter-road—From a point 7.30 chains east of the north-east corner of Ampton-road for a distance of 2.90 chains eastward on both sides of the road.

In Carpenter-road—From the south-east side of Arthur-road for a distance of 9 chains south-eastward on the south-west, and 8.90 chains on the north-east side of the road.

In Gough-road—From the north-east side of Carpenter-road for a distance of 0.55 chain north-eastward on both sides of the road.

In Gough-road—From a point 0.20 chain north-east of the north-east side of Charlotte-road for a distance of 2.55 chains north-eastward on both sides of the road.

In Gough-road—From a point 1.30 chains south-west of a point in line with the south-west side of Sun-street to the north-east end of Gough-road on both sides of the road.

In Sun-street—From a point 2.05 chains east of the east side of Wynn-street for a distance of 4.60 chains eastward on both sides of the road.

Tramway No. 11.—In Balsall Heath-road—From a point 0.35 chain north-west of the north-west side of Mary-street to the south-east sides of Upper Cox-street and Longbridge-road on both sides of the road.

In Balsall Heath-road—From the north-west sides of Upper Cox-street and Longbridge-road to the south-east sides of Cox-street West and Longmore-street on both sides of the road.

Tramway No. 13.—In Stratford-place—From a point 0.50 chain east of the east side of Moseley-road for a distance of 7 chains eastward on the north side of the road.

Tramway No. 16.—In Carr's-lane—From a point 1.30 chains east of the east side of High-street for a distance of 1.70 chains eastward on both sides of the road.

In Moor-street—From the north side of Freeman-street for a distance of 2.60 chains northward on both sides of the road.

Tramway No. 20.—In Saltley-road—From a point opposite the termination of the existing Birmingham Central Tramway to the north-west side of Mill-lane on the south-west side of the road.

In High-street, Saltley—From a point 0.20 chain south-east of the south-east side of Gate-street for a distance of 2.25 chains south-eastward on both sides of the road.

Tramway No. 25.—In Worcester-street from a point 0.50 chain south of the south side of Bell-street for a distance of 1.85 chains southward on both sides of the road.

Tramway No. 28.—In Hanley-street between