

[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 centres 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 proposed tramway.]

Tramway No. 1, commencing in Rabone-lane (Smethwick) at a point 1.40 chains north-east of Soho-street, by a junction with the Tramway No. 1 authorised by the Birmingham and Western Districts Tramways Order, 1885, at its termination, thence passing in a westerly direction along Rabone-lane and Rolfe-street, and terminating therein at a point 5.75 chains west of the intersection of Hill-street.

Tramway No. 1 will be a single line of tramway, except at the following places, where it will be a double line: In Rabone-lane and Rolfe-street, from a point 5.60 chains from the commencement of the tramway for a distance of 3.00 chains to the west, also in Rolfe-street, from a point 2 chains west of Bridge-street for a distance of 3.00 chains to the west.

Tramway No. 1A, commencing in Soho-street at a point 0.90 chain north-west of the centre of the bridge over the Stour Valley Railway by a junction with Tramway No. 1 authorised by the Birmingham and Western Districts Tramways Order, 1885, thence passing by a curve into Rabone-lane, and terminating therein at a point 1.00 chain west of the intersection of Soho-street with Rabone-lane by a junction with the intended Tramway No. 1 before described.

Tramway No. 1A will be a single line of tramway for its whole length.

Tramway No. 2, commencing at the termination of the intended Tramway No. 1 above described, and passing in a westerly direction along Rolfe-street, and terminating in High-street at a point 0.80 chain north-west of the intersection of Brewery-street by a junction with the existing Birmingham and Western Districts Tramways.

Tramway No. 2 will be a single line of tramway except at the following place, where it will be a double line:—In Rolfe-street from a point 1.25 chain west of the centre of the Seven Stars Inn for a distance of 3 chains to the west.

Tramway No. 2A, commencing in Rolfe-street at a point 0.90 chain east of High-street, by a junction with the said intended Tramway No. 2, and thence passing by a curve into High-street, and terminating therein at a point 0.70 chain south-east of the intersection of Brewery-street by a junction with the existing Birmingham and Western Districts Tramways.

Tramway No. 2A will be a single line of tramway for its whole length.

Tramway No. 3, commencing in Booth-street, Handsworth, at a point 2.30 chains north-east of the centre of the Great Western Railway bridge crossing over Booth-street, by a junction with Tramway No. 2 authorised by the Birmingham and Western Districts Tramways Order, 1885, passing thence in a north-easterly direction along Booth-street, and terminating in the Holyhead-road at a point 1 chain east of the intersection of Booth-street by a junction with the tramways of the Birmingham Tramways and Omnibus Company, Limited.

Tramway No. 3 will be a single line of tramway, except at the following places, where it will be a double line. In Booth-street from a point 3.50 chains south-west of Sycamore-road for a distance of 3 chains to the north-east.

Tramway No. 3A, commencing in Booth-street at a point 1 chain south-west of Holyhead-road, passing thence by a curve into Holyhead-road, and terminating therein at a point 1 chain west of its intersection with Booth-street.

Tramway No. 3A will be a single line for its whole length.

Tramway No. 4, commencing in Hamstead-road at a point 0.60 chain south of Villa-road, by a junction with Tramway No. 20 authorised by the Birmingham and Western Districts Tramways Order, 1883, thence passing in an easterly direction along Villa-road, and terminating in Heathfield-road at the intersection of Heathfield-road with Barker-street, by a junction with Tramway No. 23 authorised by the Birmingham and Western Districts Tramways Order, 1883.

Tramway No. 4 will be a single line of tramway for its whole length.

Tramway No. 5, commencing in Hamstead-road, Handsworth, at a point 1.10 chains north of Soho-hill, by a junction with the termination of Tramway No. 7 authorised by the Birmingham and Western Districts Tramway Order, 1885, thence passing in a south-easterly direction along Soho-hill, and terminating therein at the centre of the bridge over Hockley Brook by a junction with the authorised tramways of the Corporation of Birmingham.

Tramway No. 5 will be a double line for its whole length.

Tramway No. 6, commencing in Heathfield-road at a point 0.30 chain west of the intersection of Birchfield-road, at the termination of Tramway No. 22 authorised by the Birmingham and Western Districts Tramways Order, 1883, thence passing in an easterly direction along Trinity-road, and terminating therein at a point 0.35 chain west of the intersection of Bevington-road.

Tramway No. 6 will be a single line of tramway except at the following places, where it will be a double line: in Trinity-road from a point 8.30 chains east of Hampton-road for a distance of 3 chains to the east, also from a point 1.50 chains west of Fentham-road for a distance of 3.00 chains to the east; also from a point 4 chains west of the termination of the tramway for a distance of 3 chains to the east.

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 nearest rail of the tramway.

Tramway No. 1.—In Rabone-lane from a point 1.90 chains from the commencement of the tramway for a distance of 4.60 chains to the west on both sides. In Rolfe-street from a point 0.95 chain east of Engine-street for a distance of 9.40 chains to the east on both sides; also from a point 1.10 chains west of Engine-road for a distance of 6.50 chains to the west on both sides; also from a point 1.90 chains east of Hill-street for a distance of 5.00 chains to the west on both sides.

Tramway No. 2.—In Rolfe-street from a point 1.55 chains west of the centre of the Seven Stars Inn for a distance of 2.40 chains to the west on both sides.

Tramway No. 3.—In Booth-street from a point 3.25 chains south-west of Sycamore-road for a distance of 2.5 chains to the north-east on both sides.