

Tramway No. 3 as lies between the point of commencement of that tramway and the point of termination in Knightstone-road of the intended Tramway No. 5 hereinafter described.

To alter and vary the authorized Tramways Nos. 1 and 2, and so much of the authorized Tramway No. 3 as will not be abandoned, and to make and maintain the same in accordance with the amended descriptions thereof hereinafter contained, together with the authorized Tramway No. 4, and the new tramways also hereinafter described, that is to say:—

Tramway No. 1. Commencing in the centre of Locking-road, opposite the "Prince of Wales" public-house in that road, passing along the said Locking-road into Regent-street, and terminating at or near the point in the street or roadway where Regent-street forms a junction with the Esplanade.

Tramway No. 1 will be double line, except at the following points, where it will be a single line.

In the Locking-road for a distance of 50 feet from its commencement.

In Regent-street, from a point 170 feet from the corner of Walliscote-road, measured in a westerly direction for a distance of 6·30 chains, measured in the same direction.

And will be laid along Regent-street, so 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 and the nearest rail of the tramway at the following points.

From a point 265 feet from the corner of Walliscote-road, measured in a westerly direction for a distance of 240 feet in the same direction on both sides of the road.

From the termination of the tramway for a distance of 555 feet, measured in an easterly direction on both sides of the road.

Tramway No. 2. Commencing, by a junction with Tramway No. 1, at or near a point in the street or roadway where Locking-road joins Regent-street, passing along Regent-street and thence into Walliscote-road, and the road known as Station-road, leading to the Great Western Railway Station yard, and terminating in the centre of the last-mentioned road opposite the gate of the said yard.

Tramway No. 2 will be double line except at the following points, where it will be single line.

From its termination for a distance of 66 feet, measured in a westerly direction.

From a point 235 feet from its termination measured in a westerly direction for a distance of 5·30 chains.

And will be laid along Station-road, so 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 and the nearest rail of the tramway

From a point 100 feet from the termination of the said tramway, for a distance of 100 feet, measured in a westerly direction on the north side of the road.

Tramway No. 3. Commencing by a junction with Tramway No. 1 at the junction of Locking-road with Regent-street, passing along Regent-street, Orchard-street, The Boulevard, Waterloo-street, South Parade, Knightstone-road, Birnbeck-road, and Pier-road, and terminating in Pier-road at a point 9 feet east of the northern toll-house of the Weston-super-Mare Pier.

Tramway No. 3 will be single line except at the following places, where it will be double line:—

In Waterloo-street, for a distance of 2·50 chains, measured in an easterly direction from a point 50 links east of the point where High-street intersects Waterloo-street.

From its point of intersection with Tramway No. 5 hereinafter described, for a distance of 2 furlongs 1·35 chains measured in a north-westerly direction, and from a point 3 furlongs 2·40 chains from its point of intersection with Tramway No. 5, for a distance of 2·50 chains measured in a westerly direction.

From a point 50 feet from its termination for a distance of 6·20 chains measured in a southerly direction.

And will be laid along the several streets and roads hereinafter mentioned, so 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 and the nearest rail of the tramway, that is to say,

In Orchard-street from a point 5 chains from the commencement of the tramway, to a point 15 chains north from the commencement on both sides of the road.

In Birnbeck-road, from a point opposite to the commencement of Claremont-crescent, to a point opposite the commencement of Pier-road, on both sides of the road.

Tramway No. 4. Commencing by a junction with Tramway No. 3 at or near a point in the Knightstone-road, 1 chain or thereabouts east from the junction of the Knightstone-road with the road leading to the Knightstone-baths, passing along the said Knightstone-road into and across the foreshore, and terminating on the said foreshore at or near a point 9 chains and 40 links or thereabouts south-west from the point of commencement of the said tramway as above described, adjoining the wall of the aforesaid road leading to the said Knightstone-baths. Tramway No. 4 will be single line throughout.

Tramway No. 5 (new line). Commencing by a junction with Tramway No. 1 at its termination, passing along the Esplanade-road into Knightstone-road, and terminating in that road at a point 120 feet from the Fountain measured in a north-westerly direction. Tramway No. 5 will be double line throughout.

Tramway No. 6 (new line). Commencing by a junction with Tramway No. 2 at its termination, passing along the Great Western Station-yard and terminating in that yard 27 feet from the north-west corner of the station building. Tramway No. 6 will be a double line except between the following points where it will be a single line: from its point of commencement for a distance of 2 chains 5 links; from its point of termination for a distance of 75 links.

In the foregoing descriptions of the intended tramways a distance given with reference to a street or road which intersects or joins a street or road in which the tramway is to be laid, is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads and continued, would intersect each other, and a point described as being opposite a street is to be taken (unless the contrary is stated) as being opposite the centre of the street.

All the tramways above described will be situate within the parish of Weston-super-Mare, in the county of Somerset. It is intended to employ steam or other mechanical power for moving carriages or trucks upon the tramways.