

Board of Trade.—Session 1887.

Birmingham Central Tramways (Extension).
(New Tramways in Birmingham, Aston, Edgbaston, Handsworth, Balsall Heath, and King's Norton; purchase and acquisition of undertaking of South Birmingham Tramways Company Limited, and portion of undertaking of North Birmingham Tramways Company Limited; Extension of time for commencement and completion of Tramways; Abandonment of Tramways; Release of Deposit; Agreements; use of Steam; Cable Tramways; and 6 feet cars; other powers in relation to Tramways; Amendment of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made, on or before the 23rd day of December next, to the Board of Trade by the Birmingham Central Tramways Company Limited (hereinafter called "the Company"), for an Order for the following, or some of the following purposes, that is to say:—

To authorize the making, altering, forming, laying down, 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 need 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, 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 will be a loop-line and will be single throughout.

A Tramway No. 2, 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 points respectively 2.15 chains and 2 furlongs 2.80 chains east of the commencement of the tramway. The remaining portions of this tramway will be double line.

A Tramway No. 3 (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 in that road by a junction with the tramway authorized by the Birmingham and Western Districts Orders, 1883, at a point 1.20 chains or thereabouts south-east of the south-east side of Broad-street.

A Tramway No. 4, commencing in Harborne-road, at the county, parish, and borough boundary, opposite the intersection of Metchley-lane, and forming a junction with the line authorized by the Edgbaston and Harborne Tramways Order, 1883, 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 5.00 chains south-west of the south-west side of Westfield-road, for a distance of 4.24 chains south-westward.

From a point 2.40 chains north-east of the north-east side of Westfield-road, for a distance of 3.48 chains north-eastward.

From a point 3 chains south-west of the south-west side of Westbourne-road to the termination of the tramway. The remaining portions of this tramway will be double line.

A Tramway No. 5, commencing at the termination of Tramway No. 4, and passing thence in a northerly direction along Chad-road north-easterly into and terminating in Hagley-road by a junction with Tramway No. 2 at a point 0.80 chain east of the intersection of Monument-road and Hagley-road.

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

From the point of commencement for a distance of 3 chains northward.

From a point 8 chains north of the intersection of Augustus-road and Chad-road, for a distance of 3 chains northward.

From the termination of the tramway for a distance of 2.40 chains south-westward.

The remaining portions of this tramway will be single line.

A Tramway No. 6 (a double line throughout), commencing at the termination of Tramway No. 2, passing thence in a north-easterly direction along Broad-street, south-easterly along Easy-row, easterly into and terminating in Paradise-street by a junction with the existing tramway authorized to be re-laid at a point 1.10 chains north-east of the intersection of Easy-row and Paradise-street.

A Tramway No. 7 (a double line throughout), commencing in Easy-row by a junction with Tramway No. 6 at a point 1.15 chains north-west of the intersection of Paradise-street and Easy-row, passing thence in a south-easterly direction along Easy-row and Suffolk-street, and terminating in the last-named street at a point 1 chain south-east of the intersection of Paradise-street and Suffolk-street, forming a junction with the existing tramway authorized to be re-laid.

A Tramway No. 8 (single line throughout), commencing in Snow-bill by a junction with the existing tramway (authorized to be re-laid) at a point 0.80 chain south-east