

Tramway No. 3, 3·40 chains in length, or thereabouts (a double line throughout), commencing in Dickson-road by a junction with Tramway No. 5, authorised by the Order of 1896, at a point 2·70 chains north of the commencement of the last named tramway, thence proceeding along Dickson-road, and terminating in that road at a point 6·10 chains, or thereabouts, north of the commencement of the said Tramway No. 5, authorised by the Order of 1896.

Tramway No. 4, 1 furlong 4·54 chains in length, or thereabouts, commencing in the road known as the Carriage-drive, constructed under the powers of the Blackpool Improvement Act, 1865 (hereinafter referred to as "the Carriage-drive") by a junction with Tramway No. 4, constructed under the Blackpool Corporation Tramways Order, 1884 (hereinafter referred to as "the Order of 1884") at a point opposite the house numbered 7 in Albert-terrace, fronting the Carriage-drive, thence proceeding along Queen-square and Queen-street, to and terminating in Dickson-road by a junction with Tramway No. 5, hereinafter described.

This tramway is to be laid in substitution for Tramway No. 1 authorised by the Blackpool Corporation Tramways Order, 1893 (hereinafter called "the Order of 1893") and will be laid as a single line throughout, except between the points respectively 0·60 chain east, and 3·60 chains east of the centre of the Carriage-drive.

Tramway No. 5, 3·64 chains in length, or thereabouts, commencing in Dickson-road by a junction with the termination of Tramway No. 4, thence proceeding along Dickson-road and terminating in Talbot-road, opposite Talbot-road Railway Station, by a junction with Tramway No. 6, hereinafter described.

This tramway is to be laid in substitution for Tramway No. 2, authorised by the Order of 1893, and will be laid as a single line throughout, except between points respectively 0·48 chain south and 3·25 chains south of the centre of Queen-street, where it will be laid as a double line.

Tramway No. 6, 5·50 chains in length, or thereabouts, commencing in Talbot-road by a junction with the termination of Tramway No. 5, thence proceeding along Talbot-road and terminating by a junction with Tramway No. 7, hereinafter described.

This tramway is to be laid in substitution for Tramway No. 3, authorised by the Order of 1893, and will be laid as a single line throughout.

Tramway No. 7, 7 furlongs 2·80 chains in length, or thereabouts, commencing in Talbot-road by a junction with Tramway No. 6, thence proceeding along Talbot-road and New-road and terminating in the last named road, at a point opposite the northerly end of Layton-lane.

This tramway is to be laid in substitution for Tramway No. 4, authorised by the Order of 1896, and will be laid as a single line throughout, except between the points hereinafter specified, where it will be laid as a double line.

(A) Between points respectively 1·50 chain east and 4·50 chains east of the northerly end of Swainson-street;

(B) Between points respectively 0·50 chain west and 2·50 chains east of the northerly end of Edelston-road;

(C) Between points respectively 1·50 chain west and 1·50 chain east of a point opposite the centre of the entrance gates to the Blackpool Infectious Diseases Hospital;

(D) Between points respectively 0·40 chain west and 2·60 chains east of a point opposite the centre of the entrance gates to the Blackpool Cemetery.

Tramway No. 8, 1 furlong 8·37 chains in length, or thereabouts (a single line throughout), commencing in the Carriage-drive by a junction with Tramway No. 4, constructed under the Order of 1884, at a point 1·40 chain north of the north-west corner of the Clifton Arms Hotel, thence proceeding along Talbot-square and Talbot-road, and terminating in Talbot-road by a junction with Tramway No. 6, at a point 0·36 chain east of its commencement.

Tramway No. 9, 4·57 chains in length, or thereabouts (a single line throughout), commencing in the Carriage-drive by a junction with Tramway No. 4, constructed under the Order of 1884, at a point 0·55 chain north-west of the north-west corner of the Clifton Arms Hotel, thence proceeding along, and terminating in, Talbot-square by a junction with Tramway No. 8, at a point 3·80 chains from its commencement.

Tramway No. 10, 1·21 chain in length, or thereabouts (a single line throughout), commencing in Talbot-road by a junction with Tramway No. 8, at a point 0·90 chain west of Dickson-road, thence proceeding along Talbot-road and Dickson-road, and terminating in Dickson-road by a junction with Tramway No. 5, at a point 0·75 chain north of Talbot-road.

Tramway No. 11, 0·76 chain in length, or thereabouts (a single line throughout), commencing in Talbot-road by a junction with Tramway No. 8, at a point 0·54 chain west of Abingdon-street, thence proceeding along Talbot-road and Abingdon-street, and terminating in Abingdon-street by a junction with Tramway No. 12 hereinafter described, at a point 0·54 chain south of Talbot-road.

Tramway No. 12, 1 furlong 5·58 chains in length, or thereabouts, commencing in Queen-street by a junction with Tramway No. 4, at a point about 0·37 chain west of Parker-street, thence proceeding along Parker-street and Abingdon-street, and terminating in Church-street, by a junction with Tramway No. 13 hereinafter described.

This Tramway will be laid in substitution for Tramway No. 1 and part of Tramway No. 3, authorised by the Blackpool Corporation Tramways Order, 1897 (hereinafter called "the Order of 1897"), and will be laid as a single line throughout except between a point about 2·15 chains north, and a point about 0·85 chain south of Birley-street, where it will be laid as a double line.

Tramway No. 13, 1 furlong 6·60 chains in length, or thereabouts, commencing in Church-street by a junction with the termination of Tramway No. 12, thence proceeding along Church-street and Raikes Hill, and terminating in Raikes Hill by a junction with Tramway No. 14 hereinafter described