

(b) In Cotmanhay-road, between points respectively 0·70 chain north and 1 chain south of the north side of Charlotte-street.

(c) In Bath-street, between points respectively 1·10 chains north and 1·40 chains south of the north side of Rutland-street.

Tramway No. 2 (single line), commencing in Bath-street by a junction with Tramway No. 3 at a point 0·40 chain south of the commencement thereof, passing along Station-road over the bridge spanning the Erewash Canal, and terminating at the borough and county boundary upon the bridge spanning the River Erewash at a point 0·80 chain north-east of the south-western end of that bridge.

Tramway No. 3, commencing by a junction with Tramway No. 1 at the termination thereof, passing along Bath-street, the Market-place, South-street, the south side of White Lion-square and Nottingham-road, terminating 0·60 chain west of the intersection of the centre lines of the last-mentioned road and Thurman-street.

This tramway will be laid as single line except at the following places, where it will be laid as double line:—

(a) In the Market-place between points respectively 1·50 chains north and 1·10 chains south of the centre of the main entrance to the town hall.

(b) In White Lion-square, between points immediately opposite the north-west corner of the "Travellers' Rest" public house, and the junction with Tramway No. 7 in Nottingham-road, a distance of 3·12 chains.

(c) In Nottingham-road, between points respectively 0·25 chain north-west, and 1·57 chains south-east of the north-west corner of the "White Cow" inn.

Tramway No. 4, commencing by the junction with Tramway No. 3 at the termination thereof, passing along Thurman-street, Corporation-road, and Hallam Fields-road, and terminating in the last-mentioned road at a point 2·20 chains east of the east side of Crompton-street.

This tramway will be laid as single line except at the following places, where it will be laid as double line:—

(a) In Corporation-road between points immediately opposite to the south-west corner of the recreation ground, at the junction of Thurman-street and Corporation-road, and the north corner of the Wesleyan chapel and Corporation-road respectively.

(b) In Hallam Fields-road between a point 0·35 chain east of the east side of Crompton-street and the termination of the tramway.

Tramway No. 5, commencing at the termination of No. 3, and being a continuation thereof, passing thence along the centre of Nottingham-road, over the Erewash Canal-bridge, and terminating opposite the occupation road leading into the Sewage Disposal Works of the Ilkeston Corporation.

This tramway will be laid single throughout.

Tramway No. 6, commencing in White Lion-square by a junction with Tramway No. 3, passing thence along the north side of White Lion-square, the centre of Park-road, terminating at a point 0·55 chain east of No. 13 in Park-road.

This tramway will be laid as a single line throughout.

Tramway No. 7, commencing in Nottingham-road by a junction with Tramway No. 3 in Nottingham-road, at a point 0·40 chain north-west of the north-west side of Graham-street, passing thence along the east side of White Lion Square, and terminating by a junction with Tramway No. 6, opposite the south-east side of Market-street.

This tramway will be laid as a single line throughout.

In the following instances the tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway:—

Tramway No. 2.—In Station-road, on the north side from the east side of Bath-street to the west side of King-street, and on the south side from the east side of Bath-street to the east side of Wood-street.

Tramway No. 3.—In Bath-street, on the east side between the south side of Station-road and the north side of Chapel-street; on the west side between the south side of Providence-place and the north side of Wilmot-street; on the east side between Messrs. Crompton and Evans' Union Bank and the north side of the entrance to Messrs. Carrier and Sons' factory. In South-street, on the west side between the south side of Lord Haddon-road and the north side of the entrance to the Co-operative Stores.

Tramway No. 5.—In Nottingham-road, on the north-east side thereof where such road crosses the Erewash Canal.

Tramway No. 6.—In Park-road, on both sides from the easterly side of Market-street to the termination of the tramway.

2. The intended tramways are proposed to be constructed on a gauge of 3 feet 6 inches, or such other gauge as may be determined, and it is not intended to run thereon carriages or trucks adapted to run on railways.

3. To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the intended tramways, or for affording access to the stables, carriage houses, sheds, and works of the Corporation, or their lessees, or for effecting junctions with any other tramways.

4. To empower the Corporation for all or any of the purposes of the Order to stop, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, watercourses, footways, sewers, drains, gas and water mains, electric lighting mains, or boxes, pipes, tubes, and telegraph, telephone, and other apparatus.

5. To empower the Corporation from time to time, when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramway shall be laid it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramway, and to make and lay down temporarily or permanently in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

6. To empower the Corporation from time to time to take up and remove any tramways belonging to them, and to relay the same in such part of the street or road as the Corporation may think fit.