

No. 1, at a point 1·80 chains east of the intersection of the centre line of Stoop-lane and Romford-road, passing thence in a northerly direction into Barley-lane and terminating therein by a junction with Tramway No. 6 at a point 1·80 chains north of the intersection of the centre lines of Stoop-lane and Romford-road.

Tramway No. 5 is intended to be laid as a double line throughout.

Tramway No. 6, commencing in Romford-road by a junction with Tramway No. 1 at a point distant 0·90 chain west of the intersection of the centre lines of Stoop-lane and Romford-road, passing thence in a northerly direction into Barley-lane and terminating therein at a point distant 1 furlong 5·3 chains south of the intersection of the centre lines of the Hainault-road and Billet-road, measured along the Hainault-road.

Tramway No. 6 is intended to be laid as a single line except at the following places, where it is intended to be laid as a double line (that is to say):—

- (a) In Barley-lane for a distance of 3·00 chains from its point of commencement.
- (b) In Barley-lane between points respectively 1 furlong 3·00 chains and 1 furlong 6·00 chains from its point of commencement, measured along Barley-lane.
- (c) In Barley-lane between points respectively 3·70 chains and 0·70 chain south of the nearest point in the centre of Barley-lane to the south-west corner of Primrose Farm-buildings.
- (d) In Barley-lane between points respectively 1 furlong 2·30 chains and 1 furlong 8·30 chains north of the nearest point in the centre of Barley-lane to the south-west corner of Primrose Farm-buildings, measured along Barley-lane.
- (e) In Barley-lane between points respectively 2 furlongs 8·00 chains and 2 furlongs 5·00 chains from its point of termination, measured along Barley-lane.
- (f) In Barley-lane for a distance of 1 furlong 1·00 chains from its point of termination.

Tramway No. 7, commencing in Ilford-hill by a junction with Tramway No. 1 at a point 0·90 chain west of the intersection of the centre lines of Ilford-lane and Ilford-hill, passing thence in a southerly direction into Ilford-lane, and terminating therein at a point distant 4·3 chains south of the intersection of Loxford-lane and Ilford-lane.

Tramway No. 7 is intended to be laid as a single line except at the following places, where it is intended to be laid as a double line (that is to say):—

- (a) In Ilford-hill and Ilford-lane for a distance of 1 furlong 4·00 chains from its point of commencement.
- (b) In Ilford-lane between points respectively 4·00 chains and 1·00 chains north of the intersection of the centre lines of Dudley-road and Ilford-lane.
- (c) In Ilford-lane between points respectively 2·30 chains and 5·30 chains south of the intersection of the centre lines of Kingston-road and Ilford-lane.
- (d) In Ilford-lane between points respectively 1 furlong 0·20 chain and 7·20 chains north of the intersection of the centre lines of Loxford-lane and Ilford-lane.
- (e) In Ilford-lane for a distance of 3·00 chains from its point of termination.

Tramway No. 7a, commencing in Ilford-lane

by a junction with Tramway 7, at a point distant 4·3 chains south of the intersection of the centre lines of Loxford-lane and Ilford-lane, passing thence along Ilford-lane and terminating therein at the Barking Urban District boundary on the centre of Loxford Bridge.

Tramway 7a is intended to be laid as a single line throughout.

Tramway No. 8 (a loop line) commencing in Romford-road by a junction with Tramway No. 1 at a point distant 0·70 chain east of the intersection of the centre lines of Ilford-lane and Romford-road, passing thence in a south-westerly direction into Ilford-lane, and terminating therein by a junction with Tramway No. 7 at a point distant 0·75 chain south of the intersection of the centre lines of Romford-road and Ilford-lane.

Tramway No. 8 is intended to be laid as a double line throughout.

Tramway No. 9 commencing in Romford-road by a junction with Tramway No. 1 at a point distant 0·90 chain west of the intersection of the centre lines of Ilford-lane and Romford-road, passing thence in a northerly direction into Cranbrook-road and terminating therein at a point distant 0·60 chain south of the intersection of the centre lines of Loyt-street and Cranbrook-road.

Tramway No. 9 is intended to be laid as a double line throughout.

Tramway No. 10 (a loop line) commencing in Romford-road by a junction with Tramway No. 1 at a point distant 1·20 chains east of the intersection of the centre lines of Ilford-lane and Romford-road, passing thence in a north-westerly direction into Cranbrook-road and terminating therein by a junction with Tramway No. 9 at a point distant 1·20 chains from the intersection of the centre lines of Ilford-lane and Romford-road.

Railway No. 10 is intended to be laid as a double line throughout.

Tramway No. 11 commencing in Cranbrook-road by a junction with Tramway No. 9 at a point distant 1·2 chains south of the intersection of the centre lines of Balfour-road and Cranbrook-road, passing thence in a northerly direction along Cranbrook-road, and terminating therein at a point distant 0·7 chain south of the intersection of the centre lines of High-street, Barkingside, and Cranbrook-road.

Tramway No. 11 is intended to be laid as a single line except at the following places, where it is intended to be laid double (that is to say):—

- (a) In Cranbrook-road for a distance of 2·5 chains from its point of commencement.
- (b) In Cranbrook-road between points distant respectively 8·8 chains and 2·3 chains south-east of the intersection of the centre lines of Coventry-road and Cranbrook-road.
- (c) In Cranbrook-road between points distant respectively 0·4 chain south and 8·6 chains north of the intersection of the centre lines of Queen's-gardens and Cranbrook-road.
- (d) In Cranbrook-road between points distant respectively 1 furlong 2·5 chains and 4·5 chains south of the intersection of the centre lines of Beehive-lane and Cranbrook-road, measured along Cranbrook-road.
- (e) In Cranbrook-road between points distant respectively 4·5 chains and 7·5 chains north-east of the intersection of the centre lines of Beehive-lane and Cranbrook-road.