

Use of Signal Bells.

23. No person shall ring, or cause to be rung, any of the signal bells upon any car, so as to effect the unnecessary stoppage of any car, or signal a car to start.

No Person suffering from Disease to travel on Car.

24. No person afflicted with any infectious or contagious disease shall board, enter, or travel on any car, or attempt so to do.

No driver or conductor shall wilfully or knowingly suffer or permit any such person so to do.

Power to remove Passengers committing Offence.

25. Any person who shall commit, whilst on any car, any legal offence or any breach of these Bye-laws, shall, in addition to being liable to a penalty, be liable to be immediately removed from a car, and if such person shall have paid his fare, shall not be entitled to demand the return thereof.

Conductors and Drivers to enforce Bye-laws.

26. The conductor of each car shall enforce or prevent the breach of these Bye-laws to the best of his ability.

Penalty.

27. Any person offending against or committing a breach of any of these Bye-laws, shall be liable to a penalty not exceeding forty shillings.

Copy of Bye-laws.

28. There shall be placed and kept placed in a conspicuous position inside of each car in use, a printed copy of these Bye-laws.

These Bye-laws shall come into force on the first day of July, 1905.

The Common Seal of the Pontypridd Urban District Council was hereunto affixed at a Meeting of the said Council on the 11th day of April, 1905, in the presence of

T. B. EVANS,
Presiding Chairman.
J. COLENSO JONES,
Clerk to the Council.

L. S.

CITY OF MANCHESTER.

BYE-LAWS as to Tramways, in pursuance of Section 44 of the Manchester Corporation Tramways Act, 1900.

WHEREAS the Lord Mayor Aldermen and Citizens of the City of Manchester (hereinafter referred to as "the Corporation") are by the Manchester Corporation Tramways Act 1900 Section 44 required to make bye-laws under the provisions of the Tramways Act 1870 prescribing the distances at which carriages using the tramways of the Corporation within the City shall be allowed to follow one after the other and whereas the aforesaid Section also provides that such bye-laws shall define the extent of the user of the following tramways:—

- No. 14—Fennel Street.
 „ 8—Portland Street (one line).
 „ 15—Miller Street.
 „ 10—Peter Street.
 „ 11—John Dalton Street.

And whereas the Corporation have not constructed any tramways in Fennel Street and Miller Street:

Now we the said Lord Mayor Aldermen and Citizens in Council assembled in the Town Hall Albert Square in the City of Manchester on the fifth day of April 1905 do hereby in pursuance of the Tramways Act 1870 and Section 44 of

the Manchester Corporation Tramways Act 1900 above referred to make the following bye-laws namely:—

1. The driver of every carriage using any tramway within the City shall so drive the same that it shall not follow a preceding carriage using the same tramway at a less distance than twenty-five yards except as hereinafter mentioned viz.:

(a) In the central area hereinafter described the distance at which a carriage shall follow a preceding carriage using the same tramway shall be such as may be directed by the police. Any driver who shall fail to obey such direction shall be deemed to have committed an offence against this Bye-law. The central area above referred to is as follows—The area bounded by Swan Street Miller Street Ducie Bridge New Bridge Street Great Ducie Street Victoria Street Deansgate Whitworth Street West Whitworth Street Store Street Great Ancoats Street and Swan Street and such area shall include the above-named streets or portions thereof bounding the same.

(b) Within fifty yards of a stopping place or terminus outside the central area the distance at which a carriage shall follow a preceding carriage using the same tramway shall be not less than five yards but the speed of the carriage shall be slackened.

Provided always that it shall not be deemed an offence against this bye-law for carriages upon any tramway outside the central area to stand or to be placed nearer to each other than five yards—

(c) In case of accident or emergency or

(d) When upon any loop or siding or

(e) When upon any portion of a tramway outside the central area sanctioned by the Corporation as a stand for tramcars in waiting.

2. The extent of the user by the Corporation of the following tramways shall be as respectively set forth in the second column of the following table:—

Name of Street.	Extent of User.
Peter Street	The tramways in this street may be used subject to the following restrictions:—No carriage shall be run on such tramways between the hours of nine o'clock in the forenoon and seven o'clock in the afternoon except (a) in case of emergency or (b) in relief of tramway traffic in Mount Street Albert Square Cross Street and Deansgate but in such case the driver of every carriage shall so drive the same that it shall not follow a preceding carriage at a less distance than fifty yards.
John Dalton Street	The tramway in this street may be used subject to the following restrictions:—No carriage shall be run on such tramway between the hours of nine o'clock in the forenoon and seven o'clock in the afternoon except (a) in case of emergency or (b) in relief of tramway traffic in Cross Street and Deansgate but in such case the driver of every carriage