

[41 & 42 VICT.] *Tramways Orders Confirmation* [Ch. ccxxxi.]
(No. 1) Act, 1878.



CHAPTER ccxxxi.

An Act to confirm, with amendments, certain Provisional Orders made by the Board of Trade under the Tramways Act, 1870, relating to Aldershot and Farnborough Tramways, Bolton and Suburban Tramways, Gloucester Tramways, Moss Side Local Board Tramways, Newton Heath Local Board Tramways, Reading Tramways, Sunderland Tramways, Wavertree Local Board Tramways, West Derby Local Board Tramways, and Wolverhampton Tramways (Extension). A.D. 1878.

[16th August 1878.]

WHEREAS under the authority of the Tramways Act, 1870, the Board of Trade have made several Provisional Orders, which have been amended by Parliament, and are, as so amended, set out in the schedule to this Act annexed :

And whereas a Provisional Order made by the Board of Trade under the authority of the said Act is not of any validity or force whatever until the confirmation thereof by Act of Parliament :

And whereas it is expedient that the several Provisional Orders made by the Board of Trade under the authority of the said Act, as set out in the schedule to this Act annexed, be confirmed by Act of Parliament :

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :

1. This Act may be cited as the Tramways Orders Confirmation (No. 1) Act, 1878. Short title.

2. The several Orders set out in the schedule to this Act annexed shall be and the same are hereby confirmed ; and all the provisions thereof, in manner and form as they are set out in the said schedule, shall, from and after the passing of this Act, have full force and validity, and the dates of the same respectively shall be the date of the passing of this Act. Confirmation of Orders in schedule.

A.D. 1878.

SCHEDULE.

LIST OF ORDERS.

- ALDERSHOT AND FARNBOROUGH TRAMWAYS.—Order authorising the construction of tramways in the neighbourhood and suburbs of the camp at Aldershot, in the counties of Southampton and Surrey.
- BOLTON AND SUBURBAN TRAMWAYS.—Order authorising the mayor, aldermen, and burgesses of the borough of Bolton, and the Local Boards for the districts of Astley Bridge, Farnworth, and Kearsley, in the county of Lancaster, to construct tramways in the said borough and in the districts of the said Boards, and in adjoining places.
- GLOUCESTER TRAMWAYS.—Order authorising the construction of tramways in the city of Gloucester.
- MOSS SIDE LOCAL BOARD TRAMWAYS.—Order authorising the Local Board of Health for the district of Moss Side, in the county of Lancaster, to construct certain tramways in the district of the said Local Board.
- NEWTON HEATH LOCAL BOARD TRAMWAYS.—Order authorising the Local Board for the district of Newton Heath, in the county of Lancaster, to construct tramways within that district.
- READING TRAMWAYS.—Order authorising the construction of tramways in the town of Reading and its vicinity.
- SUNDERLAND TRAMWAYS.—Order authorising the construction of tramways in the borough of Sunderland, in the county of Durham.
- WAVERTREE LOCAL BOARD TRAMWAYS.—Order authorising the Local Board of Health for the district of Wavertree, in the county of Lancaster, to construct tramways in the said district.
- WEST DERBY LOCAL BOARD TRAMWAYS.—Order authorising the Local Board of West Derby to lay down, construct, and maintain tramways within the district of West Derby, in the county of Lancaster.
- WOLVERHAMPTON TRAMWAYS (EXTENSION).—Order authorising the construction of a tramway in the township of Bilston, in the parish of Wolverhampton, and also in the parish of Darlaston, all in the county of Stafford, and to amend the Wolverhampton Tramways Order, 1877.

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ALDERSHOT AND FARNBOROUGH TRAMWAYS:

*Aldershot
and Farn-
borough.*

Order authorising the construction of Tramways in the neighbourhood and suburbs of the Camp at Aldershot, in the counties of Southampton and Surrey.

1. This Order may be cited as the Aldershot and Farnborough Tramways Order, 1878. Short title.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking), and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order. Incorporation of Acts.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings. Interpretation.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

The term "person" shall include any corporation.

Promoters.

4. Richard Woodcock and Charles John Chubb, and the survivor of them, and the executors or administrators of such survivor, their or his assigns, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters." The Promoters.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, provided that they shall not at any time hold more than five acres under the authority of this Order. Land by agreement.

Construction of Tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order, the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same. Construction of tramways.

The tramways authorised by this Order are—

A main line of tramway, two miles five furlongs five chains in length, commencing in the parish of Farnborough, in the county of Southampton, in the main road leading from Farnborough to Farnham, at a point thirty yards or thereabouts south of its junction with the private road leading to the Farnborough station of the London and South-western Railway, passing thence along the said main road in a southerly direction to Lynchford Road, thence through the Lynchford Road in an easterly direction to the South-eastern Railway, and terminating at the

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entrance to the station-yard of the North Camp station of the said railway, in the parish of Ash, in the county of Surrey.

Provided that the said tramway may, with the consent of the London and South-Western Railway Company, be continued along the said road beyond the said commencement to any point between the same and the entrance to the said station of the said Company.

The said tramway shall be laid on the western side of the said main road and on the southern side of the said Lynchford Road, and as nearly as may be at the extreme edge of the metalled roadway along both roads, and shall be provided with subsidiary tramways or passing-places as herein-after described, which shall be laid on the waste lands lying on the western and southern sides of the said roads respectively, those marked from A to F being on the main road, and those marked from G to I being on the Lynchford Road.

Each of the said subsidiary tramways or passing-places shall commence and terminate at the respective distances from the commencement of the said main line of tramway hereunder mentioned:

Passing-places marked on the Plans herein- before referred to.	Commencement of passing-place.			Termination of passing-place.		
	Miles.	Furl.	Chains.	Miles.	Furl.	Chains.
	<i>Main Road.</i>					
A - - -	0	0	0	0	0	2·50
B - - -	0	2	2·50	0	2	5
C - - -	0	5	6	0	5	8·50
D - - -	0	6	0	0	6	2·50
E - - -	0	7	7·50	1	0	0
F - - -	1	4	1	1	4	3
	<i>Lynchford Road.</i>					
G - - -	1	6	4	1	6	6·50
H - - -	2	2	0	2	2	2·50
I - - -	2	4	3	2	4	5·50

Each of the said subsidiary tramways or passing-places shall be two and a half chains in length, and shall commence from and out of the said main line of tramway at the respective distances before mentioned as the commencement thereof, and thence gradually diverge for a length of half a chain, until the inner rail reaches the extreme distance of four feet from the near rail of the said main line, then continue parallel with the main line for a distance of one and a half chains, and then converge until it joins the main line again at a further distance of half a chain.

The said main line shall, except at the passing-places aforesaid, consist of a single pair of rails.

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7. The rails of the tramways shall be such as the Board of Trade may approve, and the Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

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Rails of tramways.

8. The Promoters shall at all times maintain and keep in good condition and repair the rails of which any of the tramways for the time being consist, and if the Promoters at any time fail to comply with this provision or with any of the requirements of section twenty-eight of the Tramways Act, 1870, they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by section fifty-six of the said Act is provided.

Penalty for not maintaining rails and road in good condition.

9. If any road authority hereafter alter the level of any road along or across which any of the tramways is laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Tramways to be kept on a level with surface of road.

10. The Promoters may from time to time hereafter make all such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid, by writing under his hand, addressed to the Promoters, express his objection thereto: Provided also, that the number and situation of such crossings, passing-places, sidings, junctions, and other works shall be determined by the road authority; and if any difference arises between the Promoters and the road authority with respect to the number and situation of any such crossings, passing-places, sidings, junctions, or works, the same shall be settled in the manner specified in section thirty-three of the Tramways Act, 1870, for the settlement of the differences in the said section mentioned.

Additional crossings, &c. may be made where necessary.

If any crossing, passing-place, siding, junction, or other works so made with the approval of the road authority, or any part thereof, is subsequently objected to by the road authority, the road authority may, by written notice to the Promoters, require them to remove the same, and, if the road authority so think fit, to remake or relay the same in some other position to be specified in the notice, and the Promoters shall comply with such requirement: Provided that the expense of every such removal, remaking, or relaying shall be borne by the road authority.

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Temporary
tramways may
be made when
necessary.

11. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it is, in the opinion of the road authority, necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, subject to such conditions and in accordance in all respect with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and, with the like consent, subject to the like conditions, and in accordance with the like regulations, maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

If any difference arises between the Promoters and any road authority with respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled in the manner specified in section thirty-three of the Tramways Act, 1870, for the settlement of the differences in the said section mentioned.

Application of
road materials
excavated in
construction of
Promoters
works.

12. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of the road, and the maintenance for six months after completion of any of the tramways within the district of such road authority of so much of the roadway on either side of such tramways as the Promoters are by this Order required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority, or to such person or persons as he may appoint to receive the same: Provided that if within seven days after the excavation of any such paving, metalling, or material the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by the Tramways Act, 1870, with respect to all differences between the Promoters and any road authority.

Tramways not
to be opened
until certified
by Board of
Trade.

13. No part of the tramways shall be opened for public traffic until the same has been inspected and certified to be fit for such traffic in accordance with the Tramways Act, 1870, and the Board of Trade have, by an order signed by the secretary or an assistant secretary of the said Board, authorised the same to be opened for such traffic.

Traffic upon Tramways.

Traffic upon
tramways.

14. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Promoters not
bound to carry
goods.

15. The Promoters shall not be bound to carry, unless they think fit, any animals, goods, minerals, or parcels, other than passengers luggage, not exceeding twenty-eight pounds in weight.

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Tolls.

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Tolls.

16. The Promoters may demand and take for every passenger travelling upon any of the tramways, or any part thereof, including tolls or charges for the use of the tramways and carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding sixpence for each first-class passenger, and threepence for each second-class passenger, for the whole or any part of the tramways.

Provided always, that if at any time after three years from the opening for public traffic of any portion of the tramways it is represented in writing to the Board of Trade, by the local authority of any district in which such portion is wholly or partially situate, or by twenty inhabitant ratepayers of any such district, that under the circumstances then existing such charges are unreasonable, the Board of Trade may (if they think fit) direct an inquiry by a referee, to be appointed by the said Board, in accordance with the provisions of the Tramways Act, 1870, and if such referee report that the truth of the representation has been proved to his satisfaction, the said Board may make an order in writing, limiting the amount of the tolls and charges to be thenceforth charged by the Promoters for the conveyance of passengers, and the Promoters shall thenceforth conform to and abide by such order: Provided always, that the Board of Trade may from time to time after making such order amend, revoke, or modify the same, for good cause shown to them.

17. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Passengers
luggage.

18. The Promoters, after the opening of the tramways or any part or parts thereof for public traffic, shall, upon being requested so to do by the Board of Trade at any time, run carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than six in the evening respectively, as the Promoters think most convenient for artisans, mechanics, and daily labourers, at tolls or charges not exceeding one halfpenny per mile, the Promoters nevertheless not being required to take any toll or charge less than one penny: Provided that, in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

Cheap fares
for labouring
classes.

19. The Promoters may demand and take in respect of any animals, goods, minerals, or parcels conveyed by them on the tramways, except as is by this Order specially provided, including the tolls and charges for the use of the tramways, and of waggons or trucks, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding the tolls and charges specified in the Schedule to this Order annexed, subject to the regulations in that behalf therein contained.

Tolls for
animals, goods,
&c.

20. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner

Payment of
tolls.

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Miscellaneous.

Provisions as to arbitration.

21. Where, under the provisions of the Tramways Act, 1870, in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of the Common Law Procedure Act, 1854, shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Form and delivery of notices.

22. With respect to notices and to the delivery thereof by or to the Promoters the following provisions shall have effect; (that is to say)

- (1.) Every notice shall be in writing or print, or partly in writing and partly in print, and, if given by any local authority or any road authority, shall be signed by their clerk or secretary :
- (2.) Any notice to be delivered by or to the Promoters to or by any local authority, or any road authority, or other body or any company, may be delivered by being left at the principal office of that authority, body or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary, at their principal office.

Power to enter into agreements with respect to traffic, &c.

23. The Promoters or any person using the tramways under the authority of this Order on the one hand, and any other person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such other person, any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic.

Saving for general Acts.

24. Notwithstanding anything contained in this Order, the Promoters and any persons using any tramways to which the same applies, shall be subject and liable to the provisions of any general Act which may hereafter be passed during this or any future session of Parliament, relating to the tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, and to any future revision or alteration under the authority of Parliament of the maximum rates of tolls or charges authorised by this Order, and to any condition, regulation, or restriction which may be imposed upon the use of tramways, or upon the use on tramways of animal power, by any such general Act as aforesaid.

SCHEDULE.

TOLLS AND CHARGES FOR ANIMALS, GOODS, &c.

	<i>Animals.</i>	Per mile.
		<i>s. d.</i>
For every horse, mule, or other beast of draught or burden	- per head	0 3
For every ox, cow, bull, or head of cattle	- - - per head	0 3
For calves, pigs, sheep, and small animals	- - - per head	0 2

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<i>Goods.</i>	Per mile.	A.D. 1878.
	<i>s. d.</i>	—
For all coals, coke, culm, charcoal, cinders, dung, compost, manures, gravel, and all undressed materials for the repair of public roads or highways - - - - - per ton	0 4	<i>Aldershot and Farnborough.</i>
For all sand, lime, limestone, all stones for building, pitching, and paving, all bricks, tiles, slates, clay, chalk, marl, iron, ironstone, copper, tin, lead, and iron ore - - - - - per ton	0 4	
For all pig iron, bar iron, rod iron, hoop iron, and all other similar descriptions of wrought iron and iron castings, not manufactured into utensils, or other articles of merchandise - - - per ton	0 4	
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, metals (except iron), tinned nails, nails, anvils, vices, and chains - - - - - per ton	0 6	
For all wools, cotton, drugs, manufactured goods, fish, and all other wares, merchandise, articles, matters, or things per ton	0 6	

Articles of Great Weight.

For the carriage of single parcels of great weight :

For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, exceeds four tons, but does not exceed eight tons, such sums as the Promoters may think fit, not exceeding - - - - - per ton	1 6
For the carriage of any single piece of timber, stone, machinery, or other single article, the weight of which with the carriage exceeds eight tons, such sum as the Promoters may think fit.	

Tolls for Small Parcels.

For any parcel not exceeding seven pounds in weight - - - - -	0 1
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight - - - - -	0 1½
For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight - - - - -	0 2
For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight - - - - -	0 3
For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight the Promoters may demand any sum which they think fit.	

Regulation as to Tolls.

For a fraction of a ton the Promoters may demand toll according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber shall be deemed one ton weight, and so in proportion for any smaller quantity.

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BOLTON AND SUBURBAN TRAMWAYS.

Order authorising the mayor, aldermen, and burgesses of the borough of Bolton, and the Local Boards for the districts of Astley Bridge, Farnworth, and Kearsley, in the county of Lancaster, to construct Tramways in the said borough and in the districts of the said Boards, and in adjoining places.

Short title. 1. The Order may be cited as the Bolton and Suburban Tramways Order, 1878.

Incorporation of Acts. 2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking), and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation. 3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

In this Order—

The expression "the Corporation" shall mean the mayor, aldermen, and burgesses of the borough of Bolton :

The expression "the Local Boards" shall mean the Local Boards for the districts of Astley Bridge, Farnworth, and Kearsley in the county of Lancaster :

The expression "the borough" shall mean the borough of Bolton :

The expression "the districts" shall mean the districts of the Local Boards :

The expressions "the Astley Bridge Local Board," "the Farnworth Local Board," and "the Kearsley Local Board," respectively, shall mean the Local Boards of Health for the districts of Astley Bridge, Farnworth, and Kearsley respectively ; and

The expression "the Local Authorities" shall mean the corporation and the Local Boards :

The expression "the justices" shall mean the justices of the peace for the County Palatine of Lancaster ; and

The expression "the bridge surveyor" shall mean the surveyor of county and hundred bridges for the county Palatine of Lancaster, acting within the hundred of Salford in the said county.

The term "person" shall include any corporation.

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The Promoters.

4. The Promoters for the purposes of this Order shall be the following;
(that is to say,)

With respect to the tramways in the borough and places other than the districts of the Local Boards, the Corporation acting by the council :

With respect to the tramways in the districts of the Local Boards, the Local Board of those districts respectively :

And the Corporation acting by the Council and the Local Boards are in this Order respectively referred to in relation to such tramways respectively as "the Promoters."

5. The Promoters may, by agreement from time to time, purchase and acquire such land as may be necessary for the undertaking, provided that the Corporation shall not at any time hold more than two acres of land and each of the Local Boards shall not at any time hold more than one acre under the authority of this Order.

Construction of Tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as "the deposited plans" and "the deposited sections,") the tramways herein-after described, and in relation to which they are in this Order respectively defined to be the Promoters, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof.

The tramways authorised by this Order are—

Tramway No. 1, one mile six furlongs four chains and fourteen yards in length, partly in the township of Little Bolton and partly in the township of Great Bolton, commencing in the Blackburn Road at a point where the same is intersected by the township boundary dividing Little Bolton from Sharples Lower End (detached) passing along Blackburn Road, Higher Bridge Street, Saint George's Road, to the junction of the last-named road with Knowsley Street, thence along Knowsley Street, Oxford Street, Town Hall Square, Newport Street, and Trinity Street, and terminating in Bradshawgate by a junction with tramway No. 2, three yards north of Trinity Street :

Tramway No. 1A, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Blackburn Road by a junction with tramway No. 1, one chain and twelve yards south of the centre of Astley Bridge, and terminating two chains southerly from its commencement by a junction with tramway No. 1 :

Tramway No. 1B, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Blackburn Road by a junction with tramway No. 1, two chains and two yards south of Crumpsall Street, and terminating two chains southerly from its commencement by a junction with tramway No. 1 :

Tramway No. 1C, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Blackburn Road by a junc-

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tion with tramway No. 1, twenty-one yards south of Chalfont Street, and terminating two chains southerly from its commencement by a junction with tramway No. 1 :

Tramway No. 1D, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Blackburn Road by a junction with tramway No. 1, eighteen yards north of Prospect Street, and terminating two chains southerly from its commencement by a junction with tramway No. 1 :

Tramway No. 1E, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Blackburn Road by a junction with tramway No. 1, eight yards north of the north side of Waterloo Street, and terminating two chains southerly from its commencement by a junction with tramway No. 1 :

Tramway No. 1F, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Blackburn Road by a junction with tramway No. 1, one chain eleven yards north of Saint John Street, and terminating two chains southerly from its commencement by a junction with tramway No. 1 :

Tramway No. 1G, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Higher Bridge Street by a junction with tramway No. 1, three yards north of the south side of Hart Street, and terminating two chains southerly from its commencement by a junction with tramway No. 1 :

Tramway No. 1H, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Higher Bridge Street by a junction with tramway No. 1, six yards north of the south side of Lyndhurst Street, and terminating two chains southerly from its commencement by a junction with tramway No. 1 :

Tramway No. 1I, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Higher Bridge Street by a junction with tramway No. 1, eight yards north of Saint George's Road, and terminating two chains southerly and westerly from its commencement by a junction with tramway No. 1 in Saint George's Road :

Tramway No. 1J, three furlongs three chains and eight yards in length, a passing place partly in the township of Little Bolton and partly in the township of Great Bolton, commencing in Saint George's Road by a junction with tramway No. 1, one chain east of Knowsley Street, passing westerly and southerly into Knowsley Street, along Knowsley Street, Oxford Street, Town Hall Square, Newport Street, and Great Moor Street, and terminating in that street by a junction with tramway No. 3, five yards north-east of Newport Street :

Tramway No. 1K, three chains in length, a passing place wholly in the township of Great Bolton, commencing at the junction of Oxford Street with Town Hall Square by a junction with tramway No. 1J, and terminating three chains southerly from its commencement by a junction with Tramway No. 1J :

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- Tramway No. 1L, two chains and twelve yards in length, a passing place wholly in the township of Great Bolton, commencing in Town Hall Square by a junction with tramway No. 1, two chains and two yards south of Hotel Street, and terminating two chains and twelve yards southerly from its commencement by a junction with tramway No. 1 :
Tramway No. 1M, one chain and thirteen yards in length, wholly in the township of Great Bolton, commencing by a junction with tramway No. 1, five yards north-west of Great Moor Street, passing into and along Great Moor Street, and terminating one chain and thirteen yards from its commencement by a junction with tramway No. 3 :
Tramway No. 2, two miles seven chains and ten yards in length, partly in the township of Great Bolton in the parish of Bolton-le-Moors and partly in the township of Great Lever in the parish of Middleton (detached), commencing in the township of Great Bolton in Knowsley Street by a junction with tramway No. 1J, three yards north of Deansgate, passing easterly into and along Deansgate, Bradshawgate, and Manchester Road, and terminating in the township of Great Lever in Manchester Road by a junction with tramway No. 9, where that road is intersected by the township boundary dividing Great Lever from Farnworth :
Tramway No. 2A, one furlong five chains and eleven yards in length, wholly in the township of Great Bolton, commencing in Knowsley Street by a junction with tramway No. 1J, one chain and twenty-one yards north of Deansgate, passing into and along Corporation Street, Bridge Street, Deansgate, and Bradshawgate, and terminating by a junction with tramway No. 2 in Bradshawgate, six yards south of Deansgate :
Tramway No. 2B, two chains in length, a passing place wholly in the township of Great Bolton, commencing in Bradshawgate by a junction with tramway No. 2, two yards south of Fold Street, and terminating two chains southerly from its commencement by a junction with tramway No. 2 :
Tramway No. 2C, four chains and eleven yards in length, a passing place wholly in the township of Great Bolton, commencing in Bradshawgate by a junction with tramway No. 2, one chain and sixteen yards north of Great Moor Street, and terminating four chains eleven yards southerly from its commencement by a junction with tramway No. 2 :
Tramway No. 2D, one mile five furlongs three chains and three yards in length, partly in the township of Great Bolton in the parish of Bolton-le-Moors and partly in the township of Great Lever in the parish of Middleton (detached), commencing in Bradshawgate by a junction with tramway No. 2, two chains north of Byng Street East, passing southerly along Bradshawgate and Manchester Road, and terminating in Manchester Road by a junction with tramway No. 9A, where that road is intersected by the township boundary dividing Great Lever from Farnworth :

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Tramway No. 3, four furlongs and three yards in length, wholly in the township of Great Bolton, commencing in Bradshawgate by a junction with tramway No. 2c, four yards south of Great Moor Street, passing into and along Great Moor Street, Weston Street, and Derby Street, and terminating in that street by a junction with tramway No. 4, nine yards north-east of Fletcher Street :

Tramway No. 3A, six chains and four yards in length, a passing place wholly in the township of Great Bolton, commencing in Bradshawgate by a junction with tramway No. 2c, four yards north of Great Moor Street, passing into and along Great Moor Street, and terminating in that street by a junction with tramway No. 3, opposite to the east side of Maudsley Street :

Tramway No. 3B, two chains and two yards in length, wholly in the township of Great Bolton, commencing in Newport Street by a junction with tramway No. 1, one chain north of Great Moor Street, passing south-westerly into and along Great Moor Street, and terminating in that street two chains two yards from its commencement by a junction with tramway No. 3 :

Tramway No. 4, one mile four furlongs five chains and fifteen yards in length, partly in the township of Great Bolton in the parish of Bolton-le-Moors and partly in the township of Rumworth in the parish of Deane, commencing in Oxford Street by a junction with tramway No. 1, five yards south of Deansgate, passing westerly into and along Deansgate, Moor Lane, Derby Street, and Saint Helen's Road, and terminating in that road four yards south-west of Hampson Street :

Tramway No. 4A, two chains in length, a passing place wholly in the township of Great Bolton, commencing in Derby Street by a junction with tramway No. 4, seven yards south of Norris Street, and terminating two chains south-westerly from its commencement by a junction with tramway No. 4 :

Tramway No. 4B, two chains in length, a passing place wholly in the township of Great Bolton, commencing in Derby Street by a junction with tramway No. 4, ten yards south-west of Vickers Street, and terminating two chains south-westerly from its commencement by a junction with tramway No. 4 :

Tramway No. 4C, two chains in length, a passing place wholly in the township of Great Bolton, commencing in Derby Street by a junction with tramway No. 4, opposite the south-west side of High Street, and terminating two chains south-westerly from its commencement by a junction with tramway No. 4 :

Tramway No. 4D, two chains in length, a passing place wholly in the township of Great Bolton, commencing in Derby Street by a junction with tramway No. 4, three yards south-west of Broadhurst Street, and terminating two chains south-westerly from its commencement by a junction with a tramway No. 4 :

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Tramway No. 4E, two chains in length, a passing place wholly in the township of Rumworth, commencing in Saint Helen's Road by a junction with tramway No. 4, two yards south-west of Stamford Street, and terminating two chains south-westerly from its commencement by a junction with tramway No. 4 :

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Tramway No. 4F, two chains in length, a passing place wholly in the township of Rumworth, commencing in Saint Helen's Road by a junction with tramway No. 4, three yards south-westerly from its commencement of Fearnhead Street, and terminating two chains south-westerly by a junction with tramway No. 4 :

Tramway No. 5, two miles seven furlongs and four chains in length, partly in the townships of Heaton and Halliwell in the parish of Deane and partly in the township of Little Bolton in the parish of Bolton-le-Moors, commencing in the said township of Heaton in the Chorley New Road, where the same is intersected by the township boundary dividing Lostock from Heaton, passing along Chorley New Road and Saint George's Road to Knowsley Street, and terminating in Knowsley Street, in the said township of Little Bolton, by a junction with tramway No. 1J, four yards south of Saint George's Road :

Tramway No. 5A, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, one chain and six yards from the boundary dividing the townships of Lostock and Heaton, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5B, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, six chains and fourteen yards east of Old Hall Lane, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5C, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, two chains and one yard east of the milestone (Bolton three miles), and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5D, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, ten chains and fifteen yards west from Victoria Road, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5E, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, in line with the east side of Victoria Road, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5F, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction

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with tramway No. 5, eleven chains and nine yards east of Victoria Road, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5G, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, twelve chains and thirteen yards west of Lady Bridge Lane, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5H, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, in line with the east side of Lady Bridge Lane, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5I, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, eleven chains and twenty yards east of Lady Bridge Lane, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5J, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, two chains and six yards west of the gate to Elmswood, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5K, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, twelve chains and fourteen yards west of Albert Road, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5L, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, seven yards east of Albert Road, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5M, two chains in length, a passing place wholly in the township of Heaton, commencing in Chorley New Road by a junction with tramway No. 5, nine chains and seven yards east of Albert Road, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5N, two chains in length, a passing place partly in the township of Halliwell in the parish of Deane and partly in the township of Little Bolton in the parish of Bolton-le-Moors, commencing in the township of Halliwell in Chorley New Road by a junction with tramway No. 5, eight chains and three yards west of Kirkhall Lane, and terminating in the township of Little Bolton, two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5O, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Chorley New Road by a

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junction with tramway No. 5, two chains west of Park Road, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

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Tramway No. 5P, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Chorley New Road by a junction with tramway No. 5, four chains and ten yards west of Bedford Street, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5Q, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Chorley New Road by a junction with tramway No. 5, seven yards east of Park Street, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5R, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Saint George's Road by a junction with tramway No. 5, in line with the south side of Chorley Old Road, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5S, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Saint George's Road by a junction with tramway No. 5, two chains and eleven yards north-west of Vernon Street, and terminating two chains south-easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5T, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Saint George's Road by a junction with tramway No. 5, five chains and ten yards south-east of Vernon Street, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5U two chains in length, a passing place wholly in the township of Little Bolton, commencing in Saint George's Road by a junction with tramway No. 5, three chains and two yards west of Duke Street, and terminating two chains easterly from its commencement by a junction with tramway No. 5 :

Tramway No. 5V, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Saint George's Road by a junction with tramway No. 5, three chains and eighteen yards east of Duke Street, and terminating two chains easterly and southerly from its commencement by a junction with tramway No. 1 in Knowsley Street :

Tramway No. 5W, one furlong five chains and five yards in length, partly in the township of Little Bolton and partly in the township of Great Bolton, commencing in the township of Little Bolton in St. George's Road by a junction with tramway No. 5, five chains and twelve yards south-east of Vernon Street, passing along Marsden Road, and terminating in the township of Great Bolton, in Deansgate, by a junction with tramway No. 4, sixteen yards west of Grime Street :

Tramway No. 6, one mile four chains and eleven yards in length, partly in the township of Halliwell in the parish of Deane and partly in the

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township of Little Bolton in the parish of Bolton-le-Moors, commencing in the township of Halliwell in Halliwell Road, where the same is intersected by the municipal boundary, passing south-easterly along Halliwell Road to Blackburn Road, and terminating in the township of Little Bolton in the last-mentioned road by a junction with tramway No. 1, five yards north of the south side of Waterloo Street :

Tramway No. 6A, two chains in length, a passing place wholly in the township of Halliwell, commencing in Halliwell Road by a junction with tramway No. 6, twenty-two yards south-east of Harper's Lane, and terminating two chains south-easterly from its commencement by a junction with tramway No. 6 :

Tramway No. 6B, two chains in length, a passing place wholly in the township of Halliwell, commencing in Halliwell Road by a junction with tramway No. 6, opposite to the south-east side of Church Street, and terminating two chains south-easterly from its commencement by a junction with tramway No. 6 :

Tramway No. 6C, two chains in length, a passing place wholly in the township of Halliwell, commencing in Halliwell Road by a junction with tramway No. 6, two chains north-west of Nuttall Street, and terminating two chains south-easterly from its commencement by a junction with tramway No. 6 :

Tramway No. 6D, two chains in length, a passing place wholly in the township of Halliwell, commencing in Halliwell Road by a junction with tramway No. 6, one chain south-east of Cross Street, and terminating two chains south-easterly from its commencement by a junction with Tramway No. 6 :

Tramway No. 6E, two chains in length, a passing place partly in the township of Halliwell in the parish of Deane and partly in the township of Little Bolton in the parish of Bolton-le-Moors, commencing in the township of Halliwell in Halliwell Road by a junction with tramway No. 6, three yards north-west of Hargreaves Street, and terminating in the township of Little Bolton two chains south-easterly from its commencement by a junction with tramway No. 6 :

Tramway No. 6F, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Halliwell Road by a junction with tramway No. 6, fourteen yards north-west of Stewart Street, and terminating two chains south-easterly from its commencement by a junction with tramway No. 6 :

Tramway No. 6G, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Halliwell Road by a junction with tramway No. 6, two chains north-west of Prospect Street, and terminating two chains south-easterly from its commencement by a junction with tramway No. 6 :

Tramway No. 6H, two chains in length, a passing place wholly in the township of Little Bolton, commencing in Halliwell Road by a junction with tramway No. 6, two chains and three yards north-west of the

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centre of Blackburn Road, and terminating two chains south-easterly from its commencement by a junction with tramway No. 6 : A.D. 1878.

Tramway No. 7, one mile two furlongs one chain and eleven yards in length, wholly in the township of Turton, commencing in the Blackburn Road nineteen yards north of the Cross Guns public-house, passing southerly along Blackburn Road and Dunscaer Brow, and terminating where that brow is intersected by the township boundary dividing Turton from Sharples Lower End : *Bolton and Suburban.*

Tramway No. 7A, two chains in length, a passing place wholly in the township of Turton, commencing in Blackburn Road by a junction with tramway No. 7, six yards north of the Cross Guns public house, and terminating two chains southerly from its commencement by a junction with tramway No. 7 :

Tramway No. 7B, two chains in length, a passing place wholly in the township of Turton, commencing in Blackburn Road by a junction with tramway No. 7, opposite the centre of Longworth Lane, and terminating two chains southerly from its commencement by a junction with tramway No. 7 :

Tramway No. 7C, two chains in length, a passing place wholly in the township of Turton, commencing in Blackburn Road by a junction with tramway No. 7, thirteen chains and eleven yards south of Longworth Lane, and terminating two chains southerly from its commencement by a junction with Tramway No. 7 :

Tramway No. 7D, two chains in length, a passing place wholly in the township of Turton, commencing in Blackburn Road by a junction with tramway No. 7, thirteen yards north of the Mason's Arms, and terminating two chains southerly from its commencement by a junction with tramway No. 7 :

Tramway No. 7E, two chains in length, a passing place wholly in the township of Turton, commencing in Blackburn Road by a junction with tramway No. 7, seven chains and nineteen yards south of the Church Hotel, and terminating two chains southerly from its commencement by a junction with tramway No. 7 :

Tramway No. 7F, two chains in length, a passing place wholly in the township of Turton, commencing in Blackburn Road by a junction with tramway No. 7, two chains five yards south of the road leading to Higher Dunscaer, and terminating two chains southerly from its commencement by a junction with tramway No. 7 :

Tramway No. 7G, two chains in length, a passing place wholly in the township of Turton, commencing in Dunscaer Brow by a junction with tramway No. 7, nine yards north of the milestone (three miles from Bolton), and terminating two chains southerly from its commencement by a junction with tramway No. 7 :

Tramway No. 7H, two chains in length, a passing place wholly in the township of Turton, commencing in Dunscaer Brow by a junction with tramway No. 7, eighteen yards north of the road leading to Lower Dunscaer, and terminating two chains southerly from its commencement by a junction with tramway No. 7 :

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Tramway No. 8, one mile four furlongs and three yards in length, partly in the townships of Sharples Lower End, Little Bolton (detached), Sharples Lower End (detached), and Little Bolton Higher End, commencing in the township of Sharples Lower End at the said termination of tramway No. 7, and passing into and along Blackburn Road, and terminating in the township of Sharples Lower End (detached) by a connexion with tramway No. 1 at its commencement :

A tramway No. 8A, two chains in length, a passing place partly in the township of Sharples Lower End and partly in the township of Little Bolton (detached), commencing in the township of Sharples Lower End by a junction with tramway No. 8, seven yards south of the boundary stone marking the boundary dividing the township of Turton from Sharples Lower End, and terminating in the township of Little Bolton (detached) two chains southerly from its commencement by a junction with tramway No. 8 :

A tramway No. 8B, two chains in length, a passing place wholly in the township of Little Bolton (detached), commencing by a junction with tramway No. 8, two chains eight yards north of the road leading to Bank House, and terminating two chains southerly from its commencement by a junction with tramway No. 8 :

Tramway No. 8C, two chains in length, a passing place wholly in the township of Little Bolton (detached), commencing by a junction with tramway No. 8, six chains and a half south of the northerly corner of the road leading to Bank House, and terminating two chains southerly from its commencement by a junction with tramway No. 8 :

Tramway No. 8D, three chains in length, a passing place wholly in the township of Little Bolton (detached), commencing by a junction with tramway No. 8, one chain and ten yards north of the road leading from Eagley Works, and terminating three chains southerly from its commencement by a junction with tramway No. 8 :

Tramway No. 8E, two chains in length, a passing place wholly in the township of Little Bolton (detached), commencing by a junction with tramway No. 8, nine and three-quarter chains north of the road leading to Eagley Bank, and terminating two chains southerly from its commencement by a junction with tramway No. 8 :

Tramway No. 8F, two chains in length, a passing place wholly in the township of Sharples Lower End (detached), commencing by a junction with tramway No. 8, opposite the northerly corner of the road leading to Eagley Bank, and terminating two chains southerly from its commencement by a junction with tramway No. 8 :

Tramway No. 8G, two chains in length, a passing place wholly in the township of Sharples Lower End (detached), commencing by a junction with tramway No. 8, one chain south of the northerly gate-post of the southern entrance leading to Sharples Hall, and terminating two chains southerly from its commencement by a junction with tramway No. 8 :

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Tramway No. 8H, two chains in length, a passing place wholly in the township of Sharples Lower End (detached), commencing by a junction with tramway No. 8, two chains north of Bank Top Road, and terminating two chains southerly from its commencement by a junction with tramway No. 8:

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Tramway No. 8I, two chains in length, a passing place wholly in the township of Little Bolton Higher End, commencing by a junction with tramway No. 8, three chains south of Holly Place, and terminating two chains southerly from its commencement by a junction with tramway No. 8:

Tramway No. 8J, two chains in length, a passing place wholly in the township of Little Bolton Higher End, commencing by a junction with tramway No. 8, opposite the southerly corner of the Lamb Inn, and terminating two chains southerly from its commencement by a junction with tramway No. 8:

Tramway No. 9, seven furlongs four chains and one yard in length, wholly in the township of Farnworth, commencing at the termination of tramway No. 2, and passing along Bolton Road, Market Street, and Manchester Road, and terminating in Manchester Road by a junction with tramway No. 11, opposite the centre of Blackhorse Street:

Tramway No. 9A, six furlongs three chains and fourteen yards in length, wholly in the township of Farnworth, commencing at the termination of tramway No. 2D, and passing along Bolton Road and Market Street, and terminating by a junction with tramway No. 11A, at the boundary between the townships of Farnworth and Kearsley, opposite Church Lane:

Tramway No. 10, one mile one furlong three chains and eleven yards in length, wholly in the township of Farnworth, commencing at the termination of tramway No. 12 in Long Causeway, at the boundary between the townships of Farnworth and Kearsley, passing along Long Causeway, Albert Road, Gladstone Road, and Bolton Road, and terminating in Bolton Road by a junction with tramway No. 9A, one chain north of Bentley Street:

Tramway No. 10A, two chains in length, a passing place wholly in the township of Farnworth, commencing in Albert Road by a junction with tramway No. 10, opposite the centre of Brackley Street, and terminating two chains northerly from its commencement by a junction with tramway No. 10:

Tramway No. 10B, two chains in length, a passing place wholly in the township of Farnworth, commencing in Bolton Road by a junction with tramway No. 9, one chain north of Bentley Street, and terminating two chains westerly from its commencement by a junction with tramway No. 10:

Tramway No. 11, one mile five furlongs and fourteen yards in length, wholly in the township of Kearsley, commencing at the termination of tramway No. 9, and passing along Manchester Road and terminating in Manchester Road where it is intersected by the boundary between the townships of Kearsley and Clifton at Unity Brook:

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Tramway No. 11A, one mile six furlongs and eleven yards in length, wholly in the township of Kearsley, commencing at the termination of tramway No. 9A, and passing along Manchester Road and terminating in Manchester Road where it is intersected by the boundary between the townships of Kearsley and Clifton at Unity Brook:

Tramway No. 11B, four chains in length, a passing place wholly in the township of Kearsley, commencing by a junction with tramway No. 11, one chain south of Blackhorse Street, and terminating four chains south-easterly from its commencement by a junction with tramway No. 11A:

Tramway No. 11C, two chains in length, a passing place wholly in the township of Kearsley, commencing in Manchester Road by a junction with tramway No. 11, four chains north-east of the boundary between the townships of Kearsley and Clifton, and terminating two chains south-easterly from its commencement by a junction with tramway No. 11A:

Tramway No. 12, three chains and eighteen yards in length, wholly in the township of Kearsley, commencing in Manchester Road by a junction with tramway No. 11A, two chains south of High Stile Street, passing into Long Causeway, and terminating by a junction with tramway No. 10 at its commencement:

Tramway No. 12A, one chain and eight yards in length, wholly in the township of Kearsley, commencing in Manchester Road by a junction with tramway No. 11, twelve yards north of Long Causeway, and terminating in Long Causeway by a junction with tramway No. 12, opposite the westerly side of Manchester Road.

Places where
a less distance
than nine feet
six inches will
intervene
between the
footpath and
nearest rail of
tramway.

7. The tramways will be laid so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway in the case of the following tramways, and at the places herein-after described, namely,—

Tramway No. 1 and No. 1J, commencing in Knowsley Street, at its junction with the south side of Saint George's Road, along both sides of Knowsley Street; and terminating one chain and seven yards south of Bark Street, also commencing in Knowsley Street opposite the south side of Corporation Street, along the east side of Knowsley Street and both sides of Oxford Street, and terminating in Oxford Street at its junction with the Town hall Square; also commencing at the north end of Newport Street, along both sides of Newport Street, and terminating as regards tramway No. 1 on the east side eight yards south of Bold Street, and on the west side as regards tramway No. 1J fifteen yards south of Bold Street and tramway No. 1M for its whole length on the north side of Great Moore Street:

Tramway No. 2, commencing in Bradshawgate at its junction with the south side of Deansgate, along both sides of Bradshawgate, and terminating three chains eleven yards southerly from its commencement, also commencing in Bradshawgate opposite the south side of Wood Street,

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- along both sides of Bradshawgate, and terminating two and three quarter chains southerly from its commencement: A.D. 1878.
- Tramways No. 2 and No. 2D, commencing in Manchester Road, one chain and twenty yards north of Burnden Street, and terminating two chains and sixteen yards southerly from its commencement, also commencing six yards south of Weston Street, in Great Lever, and terminating three chains six yards southerly from its commencement: Bolton
and Suburban.
- Tramway No. 2A, commencing in Bridge Street, two chains north of Deansgate, along the east side of Bridge Street and north side of Deansgate, and terminating in Deansgate, opposite the west side of Mealhouse Lane:
- Tramway No. 2B, commencing in Bradshawgate, opposite the south side of Fold Street, along the west side of Bradshawgate, and terminating two chains southerly from its commencement:
- Tramway No. 3, commencing in Great Moor Street, opposite the west side of Mawdsley Street, along both sides of Great Moor Street, and terminating on the north side by a junction with tramway No. 1M, and on the south side at the junction of Great Moor Street with Newport Street:
- Tramway No. 4, commencing in Deansgate on the south side, twenty-one yards west of Ridgwaygates, westerly along Deansgate, and terminating opposite the west side of Idle Lane, also commencing on the north side opposite the west side of Chapel Alley, westerly along Deansgate, and terminating ten yards west of King Street:
- Tramway No. 5S, commencing in Saint George's Road, fourteen yards north-west of Vernon Street, along the north side of Saint George's Road, and terminating two chains north-westerly from its commencement:
- Tramway No. 6A, commencing in Halliwell Road, twenty-two yards south east of Harper's Lane, along the north-east side of Halliwell Road, and terminating two chains south-easterly from its commencement:
- Tramway No. 6B, commencing in Halliwell Road, opposite the south-east side of Church Street, along the north-east side of Halliwell Road, and terminating two chains south-easterly from its commencement:
- Tramway No. 6C, commencing in Halliwell Road, two chains north-west of Nuttall Street, along the north-east side of Halliwell Road, and terminating two chains south-easterly from its commencement:
- Tramway No. 6D, commencing in Halliwell Road, one chain south-east of Cross Street, along the north-east side of Halliwell Road, and terminating two chains south-easterly from its commencement:
- Tramway No. 6E, commencing in Halliwell Road, three yards north-west of Hargreaves Street, along the north-east side of Halliwell Road, and terminating two chains south-easterly from its commencement:
- Tramway No. 6F, commencing in Halliwell Road, fourteen yards north-west of Stewart Street, along the north-east side of Halliwell Road, and terminating two chains south-easterly from its commencement:

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Tramway No. 6G, commencing in Halliwell Road, two chains north-west of Prospect Street, along the north-east side of Halliwell Road, and terminating two chains south-easterly from its commencement :

Tramway No. 6H, commencing in Halliwell Road, two chains three yards north-west of the centre of Blackburn Road, along the north-east side of Halliwell Road, and terminating eighteen yards south-easterly from its commencement :

Tramway No. 7A, commencing in Blackburn Road six yards north of the Cross Guns public-house, along the east side of Blackburn Road, and terminating two chains southerly from its commencement :

Tramway No. 7B, commencing in Blackburn Road opposite the centre of Longworth Lane, along the east side of Blackburn Road, and terminating two chains southerly from its commencement :

Tramway No. 7C, commencing in Blackburn Road, thirteen chains and eleven yards south of Longworth Lane, along the east side of Blackburn Road, and terminating two chains southerly from its commencement :

Tramway No. 7E, commencing in Blackburn Road, seven chains and nineteen yards south of the Church Hotel, along the east side of Blackburn Road, and terminating two chains southerly from its commencement :

Tramway No. 7G, commencing in Dunscar Brow, nine yards north of the mile stone (three miles from Bolton), along the east side of Dunscar Brow, and terminating two chains southerly from its commencement :

Tramway No. 8A, commencing seven yards south of the boundary stone marking the boundary dividing the township of Turton from Sharples Lower End, and terminating two chains southerly from its commencement :

Tramway No. 8B, commencing two chains and eight yards north of the road leading to Bank House, and terminating two chains southerly from its commencement :

Tramway No. 8C, commencing six-and-a-half chains south of the northerly corner of the road leading to Bank House, and terminating two chains southerly from its commencement :

Tramway No. 8D, commencing one chain and ten yards north of the road leading from Eagley Works, and terminating three chains southerly from its commencement :

Tramway No. 8E, commencing nine and three-quarter chains north of the road leading to Eagley Bank, and terminating two chains southerly from its commencement :

Tramway No. 8G, commencing one chain south of the northerly gate post of the southern entrance leading to Sharples Hall, and terminating two chains southerly from its commencement :

Tramway No. 8H, commencing two chains north of Bank Top Road, and terminating two chains southerly from its commencement :

Tramway No. 9 and tramway No. 9A, for a distance of two furlongs and eight chains, commencing at the boundary between the townships of

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Great Lever and Farnworth as regards No. 9 on the west side of the street, and as regards No. 9A on the east side of the street : A.D. 1878.

Tramway No. 10, commencing opposite the centre of Park Terrace, and passing northerly for a distance of two chains on both sides of the street. *Bolton and Suburban.*

Provided that nothing in this Order or in the Tramways Act, 1870, contained, shall authorise the Promoters to make any crossings, passing places, sidings, junctions, or other works (other than tramway No. 1 in the position shown on the deposited plans) in front of the messuage or buildings in Newport Street, in the borough of Bolton, numbered 73 and 75 in that street, and belonging or reputed to belong to John Kenyon.

Provided also, that the Promoters shall not construct the tramways in Newport Street, in the borough of Bolton, so as to leave a less space than eight feet two inches between the outside of the footpath on the east side of Newport Street and the nearest rail of the tramway opposite the messuages or houses numbered 5, 7, 15, 17, 19, 21, and 23, in that street, without the consent in writing of Charles Skelton, or other the owner or owners for the time being of the said messuages or houses ; nor shall the Promoters construct the tramways in Great Moor Street in the said borough so as to leave a less space than eight feet two inches between the outside of the footpath on the south side of the said street and the nearest rail of the tramway opposite to the messuages or houses numbered 19, 21, 23, 25, and 27, in that street, without the consent in writing of the said Charles Skelton or other the owner or owners for the time being of the said last-mentioned messuages or houses.

8. For the protection of the London and North-western Railway Company, (in this section called "the Company,") the following provisions shall have effect ; that is to say, *For the protection of the London and North-western Railway Company.*

1. In the construction of tramway (No. 3) across the railway of the company now laid upon the level of Weston Street, the same shall be constructed and maintained in accordance with a plan to be agreed upon by the chief engineers of the Company and of the Corporation, and under the superintendence and to the reasonable satisfaction of such engineer of the Company, at the cost of the Promoters, unless after seven days notice in writing given by the Promoters of their intention to commence such works such superintendence is refused or withheld ; and the said tramway at the said level crossing shall be maintained and kept in constant and efficient repair to the reasonable satisfaction of such engineer of the Company, and by and at the cost of the Promoters, except as to repairs rendered necessary by any negligence of the Company :

2. The carriages used on the tramways shall not be stopped on or otherwise allowed to interfere with or obstruct the traffic of the Company on the said level crossing, and the traffic of the Company shall at all times have precedence of the traffic on the tramways, which traffic shall be subject to such rules, byelaws, and regulations relating thereto as subject to the provisions of this Order may from time to time be agreed upon between the Promoters and the Company, or as failing

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agreement shall be settled by arbitration in manner provided in subsection four of this section: Provided that no such byelaw, rule, or regulation shall interfere with the existing rights of the Corporation or the Company in or over the said street.

3. If, by reason of the execution of any of the works, or any proceedings of the Promoters, or the failure of any such works, or any act or omission shall be injured or damaged, such injury or damage shall be forthwith made good by the Promoters at their own expense, and in the event of their failing so to do, the Company may make good the same and recover the expense thereof with full costs against the Promoters by all and the same means as any simple contract debt.
4. In the event of any difference arising under this section, the same shall be settled by a referee to be appointed by the Board of Trade in the manner provided by section thirty-three of the Tramways Act, 1870.

For protection
of county
bridges and
approaches.

9. In constructing any of the tramways which may be authorised by this order upon any bridge, or any parts of the road at either end thereof, under the jurisdiction of the justices, the Promoters shall not alter or interfere with the structure of such bridge, or of the approaches thereto, and shall so construct and maintain the tramways on the road over such bridge and approaches as not to injuriously affect such bridge and approaches, and in the event of any injury being occasioned to such bridge and approaches, or any part or parts thereof respectively, by the construction of the said tramways on or over the same (whether such injury shall occur either during or after construction, or in affecting the maintenance of the said tramways), the justices may restore such bridge and approaches, or the part or parts which may be injured, to as good a state as they were in before such injury was occasioned at the expense of the Promoters, and the Promoters shall recoup to and indemnify the justices against all sums, costs, and expenses which they may pay or be put to in restoring such bridge, and in maintaining and repairing so much of the road over such bridge and approaches as the Promoters are liable to maintain and repair under section twenty-eight of the Tramways Act, 1870, and the justices may recover from the Promoters all such sums, costs, and expenses, together with full costs and charges, by all and the same means as any simple contract debt.

Rails of
tramways.
Penalty for
not maintain-
ing rails and
road in good
condition.

10. The rails of the tramways shall be such as the Board of Trade may approve, and the Promoters shall at all times maintain and keep such rails in good condition and repair, and if the Promoters at any time fail to comply with this provision or with any of the requirements of section twenty-eight of the Tramways Act, 1870, they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by section fifty-six of the said Act is provided.

Passing places
to be con-
structed where
less than a
certain width
left between

11. Where, in any road in which a double line of tramway is laid, there is less width between the outside of the footpath on either side of the street or road and the nearest rail of the tramway than nine feet six inches, the Promoters shall and they are hereby required to construct a passing place or passing places

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connecting the one tramway with the other, and by means of such passing place or passing places the traffic shall, when necessary, be diverted from one tramway to the other.

12. The Promoters may from time to time hereafter make, either temporarily or permanently, all such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters, or their lessees or licensees; Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid, by writing under his hand, addressed to the Promoters, express his objection thereto.

13. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it is, in the opinion of the Promoters, necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may construct in the same or any adjacent road, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

14. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under their jurisdiction or control shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such a manner as they may think fit; and any paving, metalling, or material so excavated by the Promoters from any road under the jurisdiction or control of the justices or of any road authority other than the Promoters, or which they are respectively by law bound to maintain and repair, may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of such last-mentioned road, and the maintenance for six months after completion of any of the tramways within the district of the justices or of such road authority respectively of so much of the roadway of such road on either side of such tramways as the Promoters are by this Order required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the bridge surveyor or to the surveyor for the time being of such road authority, or to such person or persons as such bridge surveyor or such surveyor may appoint to receive the same: Provided that if within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by such bridge surveyor, or such other surveyor as the case may require, or by some other person or persons named by such bridge surveyor, or other surveyor for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the

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footway and
tramway.

Additional
crossings, &c.
may be made
where neces-
sary.

Temporary
tramways may
be made when
necessary.

Application of
road materials
excavated in
construction
of works.

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(No. 1) Act, 1878.

A.D. 1878. Promoters and the justices or any road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by the Tramways Act, 1870, with respect to all differences between the Promoters and any road authority.

*Bolton
and Suburban.*

Tramways not to be opened until certified by Board of Trade.

15. No part of the tramways shall be opened for public traffic until the same has been inspected and certified to be fit for such traffic in accordance with the Tramways Act, 1870, and the Board of Trade have by an Order signed by the Secretary or an Assistant Secretary of the said Board authorised the same to be opened for such traffic.

Traffic upon Tramways.

Traffic upon tramways.

16. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Heavy traffic between 8 a.m. and 8 p.m.

17. No animals, goods, minerals, or parcels, other than passengers luggage not exceeding fifty-six pounds in weight, shall be conveyed on the tramways between the hours of eight in the morning and eight in the evening without the previous consent of the Promoters.

Lessees not bound to carry goods.

18. The lessees shall not be bound to carry, unless they think fit, any animals, goods, minerals, or parcels, other than passengers luggage, not exceeding twenty-eight pounds in weight.

Provisions as to carriage of goods, &c.

19. In case the lessees carry animals, goods, minerals, or parcels, they may, and when required by the Promoters shall, carry the same in separate carriages or separate parts of carriages set apart for that purpose, provided that this provision shall not apply to the carriage of passengers luggage.

Railway carriages not to be used.

20. Carriages or trucks adapted for ordinary use upon railways shall not be used upon the tramways.

Use of tramways for sanitary purposes.

21. The local authorities may, at such times and in such manner as they think fit (but subject to the reasonable byelaws for the time being in force with respect to the tramways) within their respective districts use the tramways for sanitary purposes, and for the conveyance of scavenging stuff, road metal, and other materials required for the works of the local authorities, free of all tolls and charges in respect of such use.

Tolls.

Tolls and charges.

22. The tolls and charges authorised by this Order to be demanded and taken are as follows; viz.,

For every passenger travelling upon any of the tramways, or any part thereof, any tolls or charges not exceeding one penny per mile (and for this purpose a fraction of a mile beyond any integral number of miles shall be deemed a mile), but for any less distance than two miles any toll or charge not exceeding twopence may be charged :

For all animals, goods, minerals, and parcels conveyed upon the tramways, any tolls or charges not exceeding for any distance the tolls and charges specified in the Schedule to this Order annexed, subject to the regulations in that behalf therein contained.

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Such tolls or charges shall include all tolls and charges which may be taken or made for the use of the tramways, carriages, waggons, or trucks, and for motive power, and every other expense incidental to such conveyance.

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23. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Passengers
luggage.

24. Every lease of the tramways granted by the Promoters shall imply a condition of re-entry, if the lessees at any time during the continuance of the demise do not run carriages each way every morning in the week, and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours as the Promoters think most convenient for artisans, mechanics, and daily labourers, at tolls or charges not exceeding one halfpenny per mile (the lessees nevertheless not being required to take any fare less than one penny): Provided always, that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages the said Board shall have power to fix and regulate the same from time to time.

Cheap fares
for labouring
classes.

25. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner and under such regulations as the persons entitled to demand such tolls and charges may by notice to be annexed to the list of tolls and charges appoint.

Payment
of tolls.

Opening of Tramways to the Public.

26. The Promoters may from time to time by resolution declare the tramways, or any part thereof, to be open to be used by the public, and for such periods as the Promoters think fit, and such user may be either concurrently with the lessees or otherwise; and so soon as the Promoters have passed such resolution any person or persons may use the tramways, or any part thereof, with carriages having flange wheels or other wheels suitable only to run on the rail of the tramways, and may demand and take for the like purposes for which tolls or charges are authorised to be taken by this Order any tolls or charges not exceeding the tolls or charges by this Order authorised to be taken or made for such purposes.

As to user of
tramways and
tolls thereon
when open to
be used by
the public.

27. If the tramways, or any part thereof, be declared to be open to be used by the public, the Promoters may demand and take from the person or persons so using the tramways, or any part thereof, the following tolls and charges in respect of such user; namely,

Tolls if tram-
ways open to
be used by
the public.

For every passenger travelling in or upon any of the carriages of such person or persons, any tolls or charges not exceeding one half of the tolls and charges by this Order authorised to be demanded and taken by such person or persons for such passenger:

For any animals, goods, minerals, and parcels conveyed in or upon the carriages of such person or persons, any tolls or charges not exceeding one half of the tolls or charges specified in the Schedule to this Order annexed in respect of such animals, goods, minerals, and parcels so conveyed, subject to the regulations in that behalf in the said schedule contained:

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Servants of
the Promoters
to ride in
carriages, &c.
free of charge.

And the Promoters may, if they think fit, so commute such tolls or charges, so that the commuted sum may be as near as possible an equivalent of such tolls or charges.

28. The person or persons so using the tramways, or any part thereof, declared to be open to be used by the public, and their officers and servants, shall permit the person duly authorised for that purpose by the Promoters to ride free of charge for the whole or any part of the journey in or upon each carriage, waggon, truck, or vehicle in or upon which any passengers, animals, goods, minerals, or parcels are conveyed by such person or persons upon the tramways, or such part thereof.

Certain pro-
visions of the
Tramways Act,
1870, as to
licensees
extended to
persons using
the tramways
when open to
be used by
the public.

29. The provisions contained in the following sections of the Tramways Act, 1870, namely,

Section 36. (In default of payment of tolls, licensee's carriages may be detained and sold);

Section 37. (Licensees to give account of passengers carried by them);

Section 38. (Licensees not giving account of passengers carried liable to penalty);

Section 39. (Disputes as to amount of tolls to be settled by justices); and

Section 40. (Owners of carriages liable for damages done by their servants); shall, so far as the same are applicable in this behalf, extend and apply, mutatis mutandis, to the person or persons so using the tramways, or any part thereof, declared to be open to be used by the public; and in construing those sections for the purposes aforesaid—

The expression "licensee" or "licensees" shall mean the person or persons so using the tramways, or any part thereof;

The expression "passengers" shall include animals, goods, minerals, and parcels;

The expression "number of passengers" shall include the number or quantity (as the case may require) of the animals, goods, minerals, or parcels conveyed; and

The expression "carriage" shall include any waggon, truck, or vehicle in or upon which such animals, goods, minerals, or parcels are conveyed.

Miscellaneous.

Sewer autho-
rity to have
access to
sewers.

30. Every sewer authority shall at all times have free access to and communication with all their sewers and drains, and power to lay lateral and private drains to communicate therewith, without the consent or concurrence of the Promoters, and the provisions contained in the thirty-second and thirty-third sections of the Tramways Act, 1870, shall be applicable in the case of any sewer or private drain of or under the control of the sewer authority as if the same were a pipe for the supply of gas or water.

Promoters not
to be liable for
damage from
mining opera-
tions.

31. The Promoters or their lessees shall not be liable for any accident, damages, or injuries arising from or consequent on the working of any mines or minerals under or in the neighbourhood of the tramways.

Provisions as
to arbitrator.

32. Where under the provisions of the Tramways Act, 1870, in this Order any matter in difference is referred to the arbitration of any person

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nominated by the Board of Trade, the provisions of the Common Law Procedure Act, 1854, shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive, and binding on all parties.

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33. Any person using the tramways under the authority of this Order on the one hand, and any other person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such other person, any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic.

Power to enter into agreements with respect to traffic, &c.

34. The Promoters inter se and the Promoters, and any corporation, person, or Company may, with the consent of the Board of Trade, and subject to the provisions of this Order, enter into and carry into effect agreements with respect to the following purposes or any of them; (that is to say,)

Power to make working agreements.

The construction, maintenance, repair, and management of any tramways for the time being belonging to any of the contracting parties or of any part thereof.

35. The local authorities respectively may, under and according to the provisions contained in section twenty of the Tramways Act, 1870, borrow for the purpose of this Order, in addition to any sum or sums of money they are already authorised to borrow, any sum or sums of money not exceeding the following; (that is to say,) the Corporation, seventy thousand pounds; the Local Board of Astley Bridge, eight thousand pounds; the Local Board of Farnworth, thirteen thousand pounds; and the Local Board of Kearsley, fifteen thousand pounds, and the time for which such several sums may be borrowed shall be thirty years, and for the purpose of such borrowing each of the local authorities may include in any mortgage of the local rate the moneys coming to them out of the rents reserved under any lease, and the tolls, charges, and sums authorised to be taken or received by them under the provisions of this Order.

Local authorities may borrow moneys to be repaid in thirty years.

36. The local authorities may appoint a joint committee to carry into execution all or any of the powers of this Order in accordance with the provisions of the Public Health Act, 1875, with respect to joint boards, and the said provisions shall extend and apply to such joint committee as if they were a joint board constituted under that Act, and as if the purposes of this Order were purposes of that Act.

Joint committee.

37. The costs, charges, and expenses of and incidental to the preparing of, applying for, and obtaining of this Order shall be paid by the Promoters out of moneys to be borrowed by them respectively for the purposes of this Order, and in the following proportions; (that is to say,)

Costs of Order.

The Corporation shall pay eight thirteenth parts:

The Astley Bridge Local Board shall pay one thirteenth part:

The Farnworth Local Board shall pay two thirteenth parts, and

The Kearsley Local Board shall pay two thirteenth parts.

38. Notwithstanding anything contained in this Order, the Promoters and any persons using any tramways to which the same applies, shall be subject and

Saving for general Acts.

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SCHEDULE.

TOLLS AND CHARGES FOR ANIMALS, GOODS, &C.

<i>Animals.</i>	Per Mile.
	s. d.
For every horse, mule, or other beast of draught or burden	- 0 3
For every ox, cow, bull, or head of cattle	- 0 3
For calves, pigs, sheep, and small animals, per head	- 0 2
 <i>Goods and Minerals.</i> 	
For all coal, culm, cannel, limestone, chalk, lime, slate, clay, ironstone, undressed or scrubbed stones for building, pitching, and paving, slag, stone, salt, sand, cinders, and all undressed materials for the repair of public roads, per ton	- 0 3
For all iron, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, wrought iron, not otherwise specifically classed herein, and for heavy iron castings (including railway chairs), tiles, bricks, coke, charcoal, dung, manure, and compost, per ton	- 0 4
For all timber or wood, per ton	- 0 3
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton	- 0 5
For all cotton and other wools, drugs, manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton	0 0 6
For every carriage of whatever description	1 0 0

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 (No. 1) *Act*, 1878.

<i>Small Parcels.</i>	Any distance. <i>s. d.</i>	A.D. 1878. — <i>Bolton and Suburban.</i>
For any parcel not exceeding in weight seven pounds - -	0 3	
For any parcel exceeding seven and not exceeding fourteen pounds in weight - - - - -	0 5	
For any parcel exceeding fourteen but not exceeding twenty-eight pounds in weight - - - - -	0 7	
For any parcel exceeding twenty-eight but not exceeding fifty-six pounds in weight - - - - -	0 9	
For any parcel exceeding fifty-six but not exceeding five hundred pounds in weight, the person conveying the same under the provisions of this Order may demand and take any sum he thinks proper.		

Regulations as to Tolls.

In respect of tolls and charges for animals, goods, and minerals conveyed upon the tramways for any less distance than three miles tolls and charges as for three miles may be demanded and taken.

For a fraction of a mile beyond three miles, or beyond any greater number of miles, tolls and charges may be demanded and taken for animals, goods, and minerals for such fraction in proportion to the number of quarters of a mile contained therein, and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile.

For a fraction of a ton tolls and charges may be demanded and taken according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber shall be deemed one ton weight, and so in proportion for any smaller quantity; provided always, that articles sent in large aggregate quantities, although made up of separate parcels such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but such terms shall apply only to single parcels in separate packages.

[Ch. ccxxxi.] *Tramways Orders Confirmation* [41 & 42 VICT.]
(No. 1) Act, 1878.

A.D. 1878.

Gloucester.

GLOUCESTER TRAMWAYS.

Order authorising the construction of Tramways in the city of Gloucester.

Short title. 1. This Order may be cited as the Gloucester Tramways Order, 1878.

Incorporation of Acts. 2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking), and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation. 3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

The expression "the corporation" shall mean the mayor and burgesses of the city of Gloucester.

The term "person" shall include any corporation.

Promoters.

The Promoters. 4. The Gloucester Tramways Company, Limited, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by agreement. 5. The promoters may, by agreement, from time to time purchase, take on lease, and acquire such lands as they may require for the purposes of the undertaking, and may from time to time sell or dispose of any such lands which may not be necessary for such purposes; provided that they shall not at any time hold more than five acres of land.

Construction of Tramways.

Construction of tramways. 6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order, the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same.

The tramways authorised by this Order are—

No. 1. A tramway, six furlongs eight chains and ten links in length, commencing in the Bristol Road, opposite the centre of Alma Place, at its junction with the Bristol Road, and passing thence in a northerly direction along the Bristol Road (crossing the level crossing of the Docks Branch Railway) and Southgate Street, and terminating in Southgate Street at a point ten yards or thereabouts from Eastgate Street.

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(No. 1) Act, 1878.

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- No. 2. A tramway, one furlong three chains and eighty-five links in length, commencing in Southgate Street by a junction with tramway No. 1 at its point of termination, and passing thence along Southgate Street into and along Northgate Street, and terminating in Northgate Street at a point nine yards or thereabouts westward from Worcester Street.
- No. 3. A tramway, five furlongs five chains and fifty links in length, commencing in Northgate Street by a junction with tramway No. 2 at its point of termination, and passing thence along Northgate Street and the London Road, and terminating in the London Road, opposite to the centre of the Cheltenham Road, at its junction with the London Road.
- No. 4. A tramway, one furlong one chain and fifty-five links in length, commencing in Southgate Street by a junction with tramway No. 1 at its point of termination, passing thence along Southgate Street, into and along Eastgate Street and Barton Street, and terminating in Eastgate Street or Barton Street, or one of them, at a point six yards or thereabouts westward from Clarence Street.
- No. 5. A tramway, one furlong nine chains and thirty links in length, commencing in Eastgate Street or Barton Street, or one of them, by a junction with tramway No. 4 at its point of termination, and passing thence into and along Clarence Street, Station Road, the roadway on the south-east side of the Cattle Market, and the roadway on the western side of the Great Western and Midland Railway Stations, and terminating in that roadway at a point opposite to and fourteen yards or thereabouts south-eastward from the south-eastern corner of George Street.
- No. 6. A tramway, four furlongs six chains and sixty-five links in length, commencing in Eastgate Street or Barton Street, or one of them, by a junction with tramway No. 4 at its point of termination, and passing thence along Barton Street (crossing the level crossing of the Midland Railway), and terminating in Barton Street at a point thirty-two yards or thereabouts northward from St. James's Street.
- No. 7. A tramway, a short junction tramway, one chain in length, commencing in Clarence Street by a junction with tramway No. 5, at a point eight yards or thereabouts northward from Barton Street, passing along Clarence Street, into and along Barton Street, and terminating in Barton Street by a junction with tramway No. 6 at a point nine yards or thereabouts eastward from Clarence Street.
- No. 8. A tramway, three furlongs five chains and eighty links in length, commencing in Westgate Street, opposite to the western end of the Hospital, and passing thence along Westgate Street and Eastgate Street, and terminating in Eastgate Street by a junction with tramway No. 4 at a point three yards or thereabouts from the western end of Eastgate Street.
- No. 9. A tramway, three furlongs nine chains in length, commencing in Kingsholm Road at a point twenty-seven yards or thereabouts northward from Denmark Road, and passing thence along Kingsholm Road, Worcester Street, and Northgate Street, and terminating in Northgate Street by a junction with tramway No. 2 at its point of termination.

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All or some of the tramways herein-before described will pass or be made from, in, through, or into the following parishes, hamlets, townships, or extra-parochial places, or some of them; (that is to say,) South Hamlet, Longford St. Mary, Littleworth, St. Owen, St. Mary-de-Crypt, St. Michael, St. John the Baptist, St. Aldate, St. Catherine, Wotton St. Mary, Kingsholm St. Catharine, North Hamlet, Barton St. Mary, Barton St. Michael, St. Nicholas, Holy Trinity, St. Mary-de-Grace, and Kingsholm St. Mary, all in the city of Gloucester.

Mode of formation of tramways.

7. The tramways shall be constructed on a gauge of four feet, and with two grooved rails such as the Board of Trade may approve, provided that the Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Penalty for not maintaining rails and road in good condition.

8. The Promoters shall at all times maintain and keep in good condition and repair the rails of which any of the tramways for the time being consist, and if the Promoters at any time fail to comply with this provision or with any of the requirements of section twenty-eight of the Tramways Act, 1870, they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by section fifty-six of the said Act is provided.

Passing-places to be constructed where less than a certain width left between footway and tramway.

9. Where in any road in which a double line of tramway is laid there is less width between the outside of the footpath on either side of the street or road and the nearest rail of the tramway than nine feet six inches, the Promoters shall and they are hereby required to construct a passing-place or passing-places connecting the one tramway with the other, and by means of such passing-place or passing-places the traffic shall, when necessary, be diverted from one tramway to the other.

Tramways to be kept on a level with surface of road.

10. If any road authority hereafter alter the level of any road along or across which any of the tramways is laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Additional crossings, &c. may be made where necessary.

11. The Promoters may from time to time hereafter make all such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid, by writing under his hand, addressed to the Promoters, express his objection thereto.

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(No. 1) Act, 1878.

12. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it is, in the opinion of the Promoters, necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may from time to time make or construct in the same or any adjacent road, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

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Gloucester.

Temporary tramways may be made when necessary.

13. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of the road, and the maintenance for six months after completion of any of the tramways within the district of such road authority of so much of the roadway on either side of such tramways as the Promoters are by this Order required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority, or to such person or persons as he may appoint to receive the same: Provided that if within seven days after the excavation of any such paving, metalling, or material the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by the Tramways Act, 1870, with respect to all differences between the Promoters and any road authority.

Application of road materials excavated in construction of Promoters works.

14. No part of the tramways shall be opened for public traffic until the same has been inspected and certified to be fit for such traffic in accordance with the Tramways Act, 1870, and the Board of Trade have by an order signed by the Secretary or an Assistant Secretary of the said Board authorised the same to be opened for such traffic.

Tramways not to be opened until certified by Board of Trade.

Traffic upon Tramways.

15. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Traffic upon tramways.

16. The Promoters shall not be bound to carry, unless they think fit, any animals, goods, minerals, or parcels, other than passengers' luggage, not exceeding twenty-eight pounds in weight.

Promoters not bound to carry goods.

17. In case the Promoters carry animals, goods, minerals, or parcels, they may, and when required by the local authority shall, carry the same in separate carriages, or separate parts of carriages set apart for that purpose, provided that this provision shall not apply to the carriage of passengers luggage.

Provision as to carriage of animals, goods, &c. in separate carriages.

Tolls.

18. The Promoters may demand and take for every passenger travelling upon any of the tramways or any part thereof, including tolls and charges for the use of the tramways and of carriages, and for motive power, and every other expense

Tolls.

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A.D. 1878. incidental to such conveyance, any tolls or charges not exceeding one penny per
Gloucester. mile (and for this purpose the fraction of a mile beyond an integral number of
miles shall be deemed a mile), but the Promoters may charge for any less
distance than three miles any sum not exceeding threepence.

Provided always, that if at any time after three years from the opening for
public traffic of any portion of the tramways it is represented in writing to the
Board of Trade, by the local authority of any district in which such portion is
wholly or partially situate, or by twenty inhabitant ratepayers of any such
district, that the Promoters are charging a greater sum than twopence for
distances not exceeding two miles, and that under the circumstances then
existing such charge is unreasonable, the Board of Trade may (if they think
fit), direct an inquiry by a referee, to be appointed by the said Board, in
accordance with the provisions of the Tramways Act, 1870, and if such referee
report that the truth of the representation has been proved to his satisfaction,
the said Board may make an order in writing, limiting the amount of the tolls
and charges to be thenceforth charged by the Promoters for the conveyance of
passengers for distances not exceeding two miles to twopence, and the Promoters
shall thenceforth conform to and abide by such order: Provided always, that
the Board of Trade may from time to time after making such order, amend,
revoke, or modify the same, for good cause shown to them.

Passengers
luggage.

19. Every passenger travelling upon the tramways may take with him his
personal luggage, not exceeding twenty-eight pounds in weight, without any
charge being made for the carriage thereof; all such personal luggage to be
carried by hand, and at the responsibility of the passenger, and not to occupy
any part of a seat, nor to be of a form or description to annoy or inconvenience
other passengers.

Cheap fares
for labouring
classes.

20. The Promoters, at all times after the opening of the tramways or any
part or parts thereof for public traffic, shall and they are hereby required to
run carriages each way every morning in the week and every evening in the
week (Sundays, Christmas Day, and Good Friday always excepted), at such
hours, not being later than seven in the morning or earlier than six in the
evening respectively, as the Promoters think most convenient for artizans,
mechanics, and daily labourers, at tolls or charges not exceeding one halfpenny
per mile (the Promoters, nevertheless, not being required to take any fare less
than one penny): Provided that, in case of any complaint made to the Board
of Trade of the hours appointed by the Promoters for the running of such
carriages, the said Board shall have power to fix and regulate the same from
time to time.

Tolls for
animals, goods,
&c.

21. The Promoters may demand and take in respect of any animals, goods,
minerals, or parcels conveyed by them on the tramways, except as is by this
Order specially provided, including tolls and charges for the use of the tram-
ways, and of waggons or trucks, and for motive power, and every other expense
incidental to such conveyance, any tolls or charges not exceeding the rates per
mile specified in the Schedule to this Order annexed, subject to the regula-
tions in that behalf therein contained.

Payment of
tolls.

22. The tolls and charges by this Order authorised shall be paid to such
persons, and at such places upon or near to the tramways, and in such manner

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 (No. 1) Act, 1878.

and under such regulations as the Promoters may by notice to be annexed to the list of tolls and charges appoint.

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 Gloucester.

Miscellaneous.

23. Where under the provisions of the Tramways Act, 1870, in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of the Common Law Procedure Act, 1854, shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Provisions as to arbitration.

24. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (that is to say,)

Form and delivery of notices.

(1.) Every notice shall be in writing or print, or partly in writing and partly in print, and, if given by any local authority or any road authority, shall be signed by their clerk or secretary :

(2.) Any notice to be delivered by or to the Promoters to or by any local authority, or any road authority, or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary, at their principal office.

25. The Promoters or any person using the tramways under the authority of this Order on the one hand, and any other company or person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such other company or person any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic.

Power to enter into agreements with respect to traffic, &c.

26. Notwithstanding anything contained in this Order, the Promoters and any persons using any tramways to which the same applies, shall be subject and liable to the provisions of any general Act which may hereafter be passed during this or any future session of Parliament relating to the tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, and to any future revision or alteration under the authority of Parliament of the maximum rates of tolls or charges authorised by this Order, and to any condition, regulation, or restriction which may be imposed upon the use of tramways, or upon the use on tramways of animal power, by any such general Act as aforesaid.

Saving for general Acts

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(No. 1) Act, 1878.

A.D. 1878.

SCHEDULE.

Gloucester.

TOLLS AND CHARGES FOR ANIMALS, GOODS, &c. PER MILE.

Animals.

For every horse, mule, or other beast of draught or burden, sixpence per head.

For every ox, cow, bull, or head of cattle, sixpence per head.

For every calf, pig, sheep, or other small animal, threepence per head.

Goods and Minerals.

For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fire-clay, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, threepence per ton.

For all iron, iron ore, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, bricks, slag, and stone, stones for building, pitching, and paving, tiles, slates, and clay (except fireclay), and for wrought iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, fourpence per ton.

For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, sixpence per ton.

For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, sixpence per ton.

For every carriage of whatever description, one shilling.

Parcels.

For any parcel not exceeding seven pounds in weight, threepence.

For any parcel exceeding seven pounds, and not exceeding fourteen pounds in weight, fivepence.

For any parcel exceeding fourteen pounds, and not exceeding twenty-eight pounds in weight, sevenpence.

For any parcel exceeding twenty-eight pounds, but not exceeding fifty-six pounds in weight, ninepence.

For any parcel exceeding fifty-six pounds in weight, such sums as the Promoters may think fit.

Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

For the Carriage of Single Parcels of Great Weight.

For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article the weights of which, including the carriage, exceed four tons, but do not exceed eight tons, such sum as the Promoters may think fit, not exceeding two shillings per ton.

For the carriage of any single piece of timber, stone, machinery, or other single article the weight of which, with the carriage, exceeds eight tons, such sum as the Promoters may think fit.

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(No. 1) Act, 1878.

Regulations as to Tolls.

A.D. 1878.

A fraction of a mile beyond an integral number of miles shall be deemed a mile. For a fraction of a ton the Promoters may demand tolls according to the number of the quarters of a ton in such fraction; and if there be a fraction of a quarter of a ton, such fraction shall be deemed a quarter of a ton.

Gloucester.

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity

MOSS SIDE LOCAL BOARD TRAMWAYS.

Moss Side.

Order authorising the Local Board of Health for the district of Moss Side in the county of Lancaster to construct certain Tramways in the district of the said Local Board.

1. This Order may be cited as "The Moss Side Local Board Tramways Order, 1878." Short title.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking), and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order. Incorporation of Acts.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings. Interpretation.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

In this Order—

The expression "the Local Board" shall mean the Local Board of Health for the district of Moss Side.

The term "person" shall include any corporation.

Promoters.

4. The Local Board shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters." The Promoters.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, provided that they shall not at any time hold more than five acres under the authority of this Order. Land by agreement.

Construction of Tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order, the tramways herein-after described, with all proper Construction tramways.

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A.D. 1878. rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works,
Moss Side. and conveniences connected therewith, or for the purposes thereof.

The tramways authorised by this Order are wholly in the parish of Manchester, and are—

Tramway No. 1, three furlongs one chain and twenty yards in length, commencing in Upper Moss Lane, at the northerly boundary of the said district, at a point thirteen yards or thereabouts south-east of the southerly corner of Norfolk Street, and thence passing along Upper Moss Lane to and along Alexandra Road, and terminating in Alexandra Road, at the southerly boundary of the said district :

Tramway No. 1 will be so laid as that a less space than nine feet six inches will intervene between the nearest rail of such tramway and the footpath on the easterly side of Upper Moss Lane and of the said Alexandra Road, for the whole of the intermediate length between the commencement of that tramway and Yarburgh Street :

Tramway No. 1A, three furlongs two chains and fifteen yards in length, commencing in Upper Moss Lane at the northerly boundary of the said district, at a point thirty-one yards or thereabouts north-east of the southerly corner of Norfolk Street, and thence passing along Upper Moss Lane to and along Alexandra Road, and terminating in Alexandra Road by a junction with tramway No. 1, at a point therein seventeen yards from the termination of that tramway :

Tramway No. 2, two furlongs six chains and twelve yards in length, commencing in Alexandra Road by a junction with tramway No. 1, at a point therein sixty-one yards or thereabouts north of its termination, and opposite the northerly side of Greame Street, and passing thence into and along Yarburgh Street to and along Withington Road, and terminating in Withington Road at the southerly boundary of the said district, at a point twenty-seven yards or thereabouts south-west of the south-west corner of the premises occupied by the Manchester Carriage Company, Limited :

Tramway No. 2A, twenty yards in length, a short curve, commencing in Alexandra Road by a junction therein with tramway No. 1A, at a point fourteen yards or thereabouts north of its termination, and thence passing into and terminating in Yarburgh Street by a junction therein with tramway No. 2, at a point therein two yards or thereabouts west of a southerly extension of the main building line of the houses called Sunny Bank, situate on the west side of Alexandra Road :

Tramway No. 2B, five yards in length, a short curve, commencing in Withington Road by a junction with tramway No. 2, at a point therein one hundred yards or thereabouts north of its termination, and terminating in Withington Road at the boundary of the said district at a point twenty yards or thereabouts from the north-west corner of the stables occupied by the Manchester Carriage Company (Limited) :

Tramway No. 2BB, ten yards in length, commencing at the said termination of tramway No. 2B, and terminating at the northerly boundary of the land belonging to and occupied by the Manchester Carriage Company.

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(Limited) at a point therein twelve yards or thereabouts from the last-mentioned corner :

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Tramway No. 2c, one chain and eighteen yards in length, a passing-place, commencing in Withington Road by a junction with tramway No. 2, at a point therein eighty-nine yards or thereabouts north of its termination, and passing on the west side of tramway No. 2, and terminating in Withington Road by a junction with tramway No. 2 at a point forty-eight yards or thereabouts from its termination :

Tramway No. 3, two furlongs three chains and three yards in length, commencing in Upper Moss Lane by a junction with tramway No. 1, at a point therein in a line with the north side of Moss Lane East, and passing thence into and along Moss Lane West to and along Withington Road, and terminating in Withington Road at a point therein thirty-seven yards or thereabouts south of the centre pillar lamp at Brooks's Bar :

Tramway No. 3 will be so laid as that a less space than nine feet six inches will intervene between the nearest rail of such tramway and the footpath, on the southerly side of the said Moss Lane West for the whole of the intermediate length between Upper Moss Lane and Hulton Street :

Tramway No. 3A, one furlong one chain and fifteen yards in length, commencing in Upper Moss Lane by a junction with tramway No. 1A, at a point therein in a line with the north side of Moss Lane East, and thence passing into and along Moss Lane West, and terminating therein by a junction with tramway No. 3 at a point therein in a line with the garden wall on the westerly side of Hulton Street :

Tramway No. 3B, two chains and nine yards in length, a curved passing-place, commencing in Moss Lane West by a junction with tramway No. 3 at a point twenty-nine yards or thereabouts north-east of the centre pillar lamp at Brooks's Bar, and thence passing on the west side of such centre pillar lamp, and terminating by a junction with tramway No. 3 at a point therein fifteen yards or thereabouts north of its termination :

Tramway No. 3c, nine yards in length, wholly in Withington Road, commencing by a junction with tramway No. 3 at a point therein forty-one yards or thereabouts north of its termination, and thence passing to and terminating at the northerly boundary of the said district by a junction with Tramway No. 5 authorised by "The Manchester Suburban Tramways Order, 1877 :

Tramway No. 4, one furlong two chains and eight yards in length, commencing in Bradshaw Street at the northerly boundary of the said district nearly opposite the end of Linwood Street, and thence passing along and terminating in Bradshaw Street at a point in a line with the north side of Moss Lane East :

Tramway No. 4A, one chain and eight yards in length, commencing in Bradshaw Street by a junction with tramway No. 4 at a point therein three yards or thereabouts south of a westerly extension of the main building line of the southerly side of Botham Street, and thence passing into and along

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and terminating in Radnor Street at the boundary line of the said district :

Tramway No. 4A will be so laid as that a less space than nine feet six inches will intervene between the nearest rail of such tramway and the footpath on the southerly side of Radnor Street aforesaid for the whole length thereof :

Tramway No. 4B, two chains and eight yards in length, a passing-place, commencing in Bradshaw Street by a junction with tramway No. 4 at a point therein in a line with the curbstone on the northerly side of Henderson Grove, and passing on the easterly side of tramway No. 4, and terminating by a junction therewith at a point therein twenty-five yards or thereabouts north of its termination :

Tramway No. 4c, thirteen yards in length, a short curve, commencing in Bradshaw Street by a junction with tramway No. 4 at a point therein twelve yards or thereabouts north of its termination, and terminating in the centre of the entrance to the yard belonging to the Local Board, and situate in Bradshaw Street :

Tramway No. 5, two furlongs nine chains and eighteen yards in length, commencing in Lloyd Street, at the northerly boundary of the said district, and thence passing along Lloyd Street to and along Moss Lane East, and thence passing into and along Monton Street, and terminating in Monton Street at the northerly boundary of the said district.

All the tramways, except tramway No. 2BB, will be situate wholly in the township of Moss Side, and tramway No. 2BB will be situate wholly in the township of Withington.

The Promoters may, at the boundary of the district of Moss Side, make junctions or connexions of the above-mentioned tramways with the tramways authorised by the Manchester Suburban Tramways Order, 1877, and with any tramways of the mayor, aldermen, and citizens of the city of Manchester which may be authorised by Order under the Tramways Act, 1870, or by Act of Parliament confirmed or passed during the session of Parliament in which the Act confirming this Order is passed.

Form of rail.

7. The rails of the tramways shall be such as the Board of Trade may approve, and the Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic ; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Penalty for not
maintaining
rails and road
in good condi-
tion.

8. The Promoters shall at all times maintain and keep in good condition and repair the rails of which any of the tramways for the time being consist, and if the Promoters at any time fail to comply with this provision, or with any of the requirements of section twenty-eight of the Tramways Act, 1870, they shall be subject to a penalty not exceeding five pounds for every day on which

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such act of omission continues; and such penalty may be recovered as by section fifty-six of the said Act is provided.

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9. Where in any road in which a double line of tramway is laid there is less width between the outside of the footpath on either side of the street or road and the nearest rail of the tramway than nine feet six inches, the Promoters shall and they are hereby required to construct a passing-place or passing-places connecting the one tramway with the other, and by means of such passing-place or passing-places the traffic shall, when necessary, be diverted from one tramway to the other.

Passing-places to be constructed where less than a certain width left between footway and tramway.

10. If any road authority hereafter alter the level of any road along or across which any of the tramways is laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Tramways to be kept on a level with surface of road.

11. The Promoters may from time to time hereafter make all such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters or of their lessees or licensees, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid by writing under his hand, addressed to the Promoters, express his objection thereto.

Additional crossings, &c. may be made where necessary.

12. Where by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid it is in the opinion of the road authority necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, subject to such conditions, and in accordance in all respects with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and with the like consent, subject to the like conditions, and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

Temporary tramways may be made when necessary.

If any difference arises between the Promoters and any road authority with respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled in the manner specified in section thirty-three of the Tramways Act, 1870, for the settlement of the differences in the said section mentioned.

13. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under their jurisdiction or control shall absolutely vest in and belong to the Promoters, and may be dealt with,

Application of road materials excavated in

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construction
of works.

removed, and disposed of by them in such a manner as they may think fit; and any paving, metalling, or material so excavated by the Promoters from any road under the jurisdiction or control of any road authority other than the Promoters, or which they are by law bound to maintain and repair, may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of such last-mentioned road, and the maintenance for six months after completion of any of the tramways within the district of such road authority of so much of the roadway of such road on either side of such tramways as the Promoters are by this Order required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority, or to such person or persons as he may appoint to receive the same: Provided that, if within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by the Tramways Act, 1870, with respect to all differences between the Promoters and any road authority.

Tramways not
to be opened
until certified
by Board of
Trade.

14. No part of the tramways shall be opened for public traffic until the same has been inspected and certified to be fit for such traffic in accordance with the Tramways Act, 1870, and the Board of Trade have, by an order signed by the secretary or an assistant secretary of the said Board, authorised the same to be opened for such traffic.

Traffic upon Tramways.

Traffic upon
tramways.

15. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Lessees not
bound to carry
goods.

16. The lessees shall not be bound to carry, unless they think fit, any animals, goods, minerals, or parcels, other than passengers' luggage, not exceeding twenty-eight pounds in weight.

Provisions as
to carriage of
goods, &c. in
separate car-
riages.

17. In case the lessees carry animals, goods, minerals, or parcels, they may, and when required by the Local Board shall, carry the same in separate carriages, or separate parts of carriages set apart for that purpose, provided that this provision shall not apply to the carriage of passengers' luggage.

Local Board
may use
tramways for
sanitary pur-
poses, &c.

18. The Local Board may, at such times and in such manner as they think fit, but subject to the reasonable byelaws for the time being in force with respect to the tramways, use the tramways for sanitary purposes, and for the conveyance of scavenging stuff, road metal, and other materials required for the works of the Local Board, free of all tolls and charges in respect of such use.

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Tolls.

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19. The tolls and charges authorised by this Order to be demanded and taken are as follows; viz.,

Moss Side.

Tolls and charges.

For every passenger travelling upon any of the tramways, or any part thereof, any tolls or charges not exceeding one penny per mile (and for this purpose a fraction of a mile beyond any integral number of miles shall be deemed a mile), but for any less distance than three miles any sum not exceeding threepence may be charged; and

For all animals, goods, minerals, and parcels conveyed upon the tramways, any tolls and charges not exceeding the tolls and charges specified in the Schedule to this Order annexed, subject to the regulations in that behalf therein contained.

Such tolls or charges shall include all tolls and charges which may be taken or made for the use of the tramways, carriages, waggons, or trucks, and for motive power, and every other expense incidental to such conveyance.

20. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Passengers' luggage.

21. Every lease of the tramways granted by the Promoters shall imply a condition of re-entry, if the lessees at any time during the continuance of the demise do not run carriages each way every morning in the week, and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours as the Promoters think most convenient for artisans, mechanics, and daily labourers, at tolls or charges not exceeding one half-penny per mile; the lessees, nevertheless, not being required to take any toll or charge less than one penny: Provided always, that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages the said Board shall have power to fix and regulate the same from time to time.

Cheap fares for labouring classes.

22. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner and under such regulations as the persons entitled to demand such tolls and charges may by notice to be annexed to the list of tolls and charges appoint.

Payment of tolls.

Opening of Tramways to the Public.

23. The Promoters may from time to time by resolution declare the tramways, or any part thereof, to be open to be used by the public, and for such periods as the Promoters think fit, and such user may be either concurrently with the lessees or otherwise; and so soon as the Promoters have passed such resolution, any person or persons may use the tramways, or any part thereof, with carriages having flange wheels or other wheels suitable only to run on the rail of the tramways, and may demand and take for the like purposes for which tolls or charges are authorised to be demanded and taken by this Order any tolls or charges not exceeding the tolls or charges by this Order authorised to be demanded and taken for such purposes.

As to user of tramways and tolls thereon when open to be used by the public.

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Moss Side.
Tolls if tramways open to be used by the public.

24. If the tramways, or any part thereof, be declared to be open to be used by the public, the Promoters may demand and take from the person or persons so using the tramways, or any part thereof, the following tolls and charges in respect of such user; namely,

For every passenger travelling in or upon any of the carriages of such person or persons, any tolls or charges not exceeding one half of the tolls and charges by this Order authorised to be demanded and taken by such person or persons for such passenger;

For any animals, goods, minerals, and parcels conveyed in or upon the carriages of such person or persons, any tolls or charges not exceeding one half of the tolls and charges specified in the Schedule to this Order annexed in respect of such animals, goods, minerals, and parcels so conveyed, subject to the regulations in that behalf therein contained; and the Promoters may, if they think fit, commute such tolls or charges so that the commuted sum may be as near as possible an equivalent of such tolls or charges.

Servants of the Promoters to ride in carriage, &c. free of charge.

25. The person or persons so using the tramways, or any part thereof, declared to be open to be used by the public, and their officers and servants, shall permit the person duly authorised for that purpose by the Promoters to ride free of charge for the whole or any part of the journey in or upon each carriage, waggon, truck, or vehicle in or upon which any passengers, animals, goods, minerals, or parcels are conveyed by such person or persons upon the tramways, or such part thereof.

Certain provisions of the Tramways Act, 1870, as to licensees extended to persons using the tramways when declared open to be used by the public.

26. The provisions contained in the following sections of the Tramways Act, 1870, namely,

Section 36. (In default of payment of tolls, licensee's carriages may be detained and sold);

Section 37. (Licensees to give account of passengers carried by them);

Section 38. (Licensees not giving account of passengers carried liable to penalty);

Section 39. (Disputes as to amount of tolls to be settled by justices); and

Section 40. (Owners of carriages liable for damages done by their servants); shall, so far as the same are applicable in this behalf, extend and apply, *mutatis mutandis*, to the person or persons so using the tramways, or any part thereof, declared to be open to be used by the public; and in construing those sections for the purposes aforesaid—

The expression "licensee" or "licensees" shall mean the person or persons so using the tramways, or any part thereof;

The expression "passengers" shall include animals, goods, minerals, and parcels;

The expression "number of passengers" shall include the number or quantity (as the case may require) of the animals, goods, minerals, or parcels conveyed; and

The expression "carriage" shall include any waggon, truck, or vehicle in or upon which such animals, goods, minerals, or parcels may be conveyed.

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Miscellaneous.

A.D. 1878.

27. The following provisions for the protection of the mayor, aldermen, and citizens of the city of Manchester (herein-after referred to as "the Corporation") shall be in force and have effect:

Moss Side.
Protection of
the Corporation
of Manchester.

(1.) Nothing in this Order contained shall authorise the Promoters to interfere with or, without the consent of the Corporation under their corporate seal, to use any tramway or tramways already or hereafter to be laid within the city of Manchester:

(2.) Sections 30, 32, and 33 of the Tramways Act, 1870, shall (subject to the other provisions of this section) extend and apply to the Corporation with reference to the gas and water mains, pipes, and apparatus belonging to the Corporation in like manner as the same apply to a company or person being the owner of gas or water mains or pipes: Provided that all works or interference with or in connexion with the gas and water mains, pipes, or apparatus of the Corporation under the thirtieth section of the Tramways Act, 1870, or otherwise, shall be made and executed by the Corporation, and not otherwise, upon the request and at the cost of the Promoters:

(3.) The cost of constructing, providing, and laying any new gas or water mains, pipes, or apparatus in substitution for any which may be rendered useless by the construction of the tramways and the value of any gas or water mains, pipes, or apparatus belonging to or under the control of the Corporation rendered useless or unproductive to the Corporation by the works authorised by this Order shall, on demand and subject to credit being given for the value of the aforesaid matters so rendered useless to the Corporation, be paid to the Corporation by the promoters: Provided always, that whenever any new main, pipe, or apparatus of larger dimensions shall be substituted for any existing main, pipe, or apparatus, the Promoters shall (unless the increased dimensions be required by reason of the construction or existence of the tramway) only be required to pay the cost which would have been incurred by the substitution of a main, pipe, or apparatus of equal dimensions with the existing main, pipe, or apparatus:

(4.) The Corporation shall not be liable for, and the Promoters shall indemnify the Corporation against, all loss to the Promoters by reason of suspension of traffic, and all accidents, damages, or injuries either to the tramways, works, and property of the Promoters, and the persons and property being conveyed on or using the same, or to any other person or property whatsoever, and all actions, suits, and costs in respect thereof which may, either during the progress of the works of the Promoters or at any time hereafter, be caused by the bursting, breaking, or leakage of or escape of gas or water from any main or pipe or other apparatus of the Corporation crossing or being underneath (either wholly or partially) or near to any tramway or work of the Promoters, or which may have been affected by the works of the Promoters, unless such damages, accidents, or injuries arise as the consequence of any wilful act or default of the Corporation or their officers or servants:

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Moss Side.

Provisions as
to arbitration.

Form and
delivery of
notices.

The Local
Board may
borrow 2,500*l.*
to be repaid in
30 years.

Power to enter
into agree-
ments with
respect to
traffic, &c.

Saving for
general Acts.

(5.) All and singular the sum and sums of money herein-before provided to be paid by the Promoters to the Corporation may be recovered by the Corporation by all and the same means as any simple contract debt.

28. Where under the provisions of the Tramways Act, 1870, in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of the Common Law Procedure Act, 1854, shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

29. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (that is to say,)

(1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by any local authority or any road authority shall be signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters to or by any local authority, or any road authority, or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary, at their principal office.

30. The Local Board may, under and according to the provisions contained in section twenty of the Tramways Act, 1870, borrow for the purpose of this Order any sum or sums of money not exceeding in the whole the sum of nine thousand five hundred pounds, in addition to any sum or sums of money they are already authorised to borrow, and the time for which such sum of nine thousand five hundred pounds may be borrowed shall be thirty years; and for the purpose of such borrowing the Local Board may include in any mortgage of their general district rates the rents reserved under any lease, and the tolls, charges, and sums authorised to be taken or received by them under the provisions of this Order.

31. Any person using the tramways under the authority of this Order on the one hand, and any other person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such other person any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic.

32. Notwithstanding anything contained in this Order, the Promoters and any persons using any tramways to which the same applies shall be subject and liable to the provisions of any general Act which may hereafter be passed during this or any future session of Parliament relating to the tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, and to any further revision or alteration under the authority of Parliament of the maximum rates of tolls or charges authorised by this Order, and to any condition, regulation, or restriction which may be imposed upon the use of tramways, or upon the use on tramways of animal power, by any such general Act as aforesaid.

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SCHEDULE.

A.D. 1878.

TOLLS AND CHARGES FOR ANIMALS, GOODS, &c.

Moss Side.

<i>Animals.</i>	Per Mile.
	<i>s. d.</i>
For every horse, mule, or other beast of draught or burden - - -	0 3
For every cow, ox, bull, or head of cattle - - - - -	0 3
For calves, pigs, sheep, and small animals - - - - -	0 2

Goods and Minerals.

For all coals, culm, cannel, limestone, chalk, lime, slates, clay, ironstone, undressed or scabbled stones for building, pitching, and paving, slag, stone, salt, sand, cinders, and all undressed materials for the repair of public roads, per ton - - - - -	0 3
For all iron, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, wrought iron not otherwise specifically classed herein, and for heavy iron castings (including railway chairs), tiles, bricks, coke, charcoal, dung, manure, and compost, per ton - - - - -	0 4
For all timber or wood, per ton - - - - -	0 3
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, staves, deals, and metals (except iron), rails, anvils, vices, and chains, and for light iron castings, per ton - - - - -	0 5
For all cotton, wools, drugs, manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton - - - - -	0 6
For carriage of whatever description - - - - -	1 0

Single Articles of Great Weight.

For any boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which (including the carriage) exceeds four tons but does not exceed eight tons, such sums as the persons or person conveying the same may think fit, not exceeding three shillings per ton for any distance.

For any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, exceeds eight tons, the persons or person conveying the same may demand and take such sum as they think fit.

Small Parcels.

Any distance.
s. d.

For any parcel not exceeding in weight seven pounds - - - - -	0 3
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight - - - - -	0 5
For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight - - - - -	0 7
For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight - - - - -	0 9
For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight, the persons or person conveying the same under the provisions of this Order may demand and take any sum they or he think proper.	

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Regulations as to Tolls.

Moss Side.

In respect of animals, goods, and minerals conveyed for any less distance than three miles, tolls and charges may be demanded and taken as for three miles.

For a fraction of a mile beyond three miles, or beyond any greater number of miles, tolls and charges may be demanded and taken for animals, goods, and minerals for such fraction in proportion to the numbers of quarters of a mile contained therein, and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile.

For a fraction of a ton tolls and charges may be demanded and taken according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

Provided always, that articles sent in large aggregate quantities, although made up of separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but such terms shall apply only to single parcels in separate packages.

Newton Heath.

NEWTON HEATH LOCAL BOARD TRAMWAYS.

Order authorising the Local Board for the district of Newton Heath in the county of Lancaster to construct Tramways within that district.

Short title.

1. This Order may be cited as "The Newton Heath Local Board Tramways Order, 1878."

Incorporation of Acts.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking,) and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

In this Order—

The expression "the Local Board" shall mean the Local Board for the district of Newton Heath in the county of Lancaster:

The expression "the district" shall mean the district of the Local Board.

The term "person" shall include any corporation.

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(No. 1) Act, 1878.

Promoters.

A.D. 1878.

4. The Local Board shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Newton Heath.
The Promoters.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, provided that they shall not at any time hold more than five acres under the authority of this Order.

Land by agreement.

Construction of Tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order, the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof.

Construction of tramways.

The tramways authorised by this Order are—

Tramway No. 1 and tramway No. 1*a*, two furlongs six chains and six yards in length respectively, and commencing respectively at the most westerly boundary of the district in the Manchester, Oldham, and Austerlands turnpike road ten yards or thereabouts measured in a westerly direction from the junction of that road with Varley Street, and passing thence in the most easterly direction along that road, and terminating respectively at a point twenty-two yards or thereabouts from and on the westerly side of the bridge belonging to the Lancashire and Yorkshire Railway Company crossing the said turnpike road:

A Tramway No. 2, forty-nine yards in length, commencing at the point of termination of tramways Nos. 1 and 1*a*, and passing thence in the most easterly direction along the said turnpike road, and terminating eighteen yards or thereabouts from and on the easterly side of the said bridge:

Tramway No. 3, one mile three furlongs three chains and six yards in length, and tramway No. 3*a*, one mile three furlongs three chains and eight yards in length, commencing respectively at the termination of tramway No. 2, and thence proceeding in the most easterly direction along the said road, and terminating respectively at the boundary of the respective townships of Newton and Failsworth, near to the Bull's Head public-house.

Each of the said tramways will consist of a single pair of rails on the gauge of four feet eight inches and a half.

7. The rails of the tramways shall be such as the Board of Trade may approve, and the Board of Trade may from time to time, upon the application of the road authority of any district require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Rails of tramway.

8. The Promoters shall at all times maintain and keep in good condition and repair the rails of which any of the tramways shall for the time being consist, and if the Promoters at any time fail to comply with this provision or with any

Penalty for not maintaining rails and roads

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in good condition.

of the requirements of section twenty-eight of the Tramways Act, 1870, they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by section fifty-six of the said Act is provided.

Tramways to be kept on a level with surface of road.

9. If any road authority hereafter alter the level of any road along or across which any of the tramways is laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Additional crossings, &c. may be made where necessary.

10. The Promoters may from time to time hereafter make all such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters, or their lessees or licensees, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches intervenes between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid, by writing under his hand, addressed to the Promoters, express his objection thereto.

Temporary tramways may be made when necessary.

11. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it is, in the opinion of the Promoters or the road authority, necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, subject to such conditions and in accordance in all respects with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and with the like consent, subject to the like conditions, and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of the tramway so removed or discontinued.

If any difference arises between the Promoters and the road authority with respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled in the manner specified in section thirty-three of the Tramways Act, 1870, for the settlement of the differences in the said section mentioned.

Application of road materials excavated in construction of Promoters works.

12. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under their jurisdiction or control shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such a manner as they may think fit, and any paving, metalling, or material so excavated by the Promoters from any road under the jurisdiction or control of any road authority other than the Promoters may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of such last-mentioned road, and the maintenance for six months after completion of any of the tramways of so much of the roadway of such road on either side of such tramways as the Promoters are

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by this Order required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of such road authority, or to such person or persons as he may appoint to receive the same: Provided that, if within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and the road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by the Tramways Act, 1870, with respect to all differences between the Promoters and any road authority.

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13. No part of the tramways shall be opened for public traffic until the same has been inspected and certified to be fit for such traffic in accordance with the Tramways Act, 1870, and the Board of Trade have, by an Order signed by the Secretary or an Assistant Secretary of the said Board, authorised the same to be opened for such traffic.

Tramways not to be opened until certified by Board of Trade.

Traffic upon Tramways.

14. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Traffic upon tramways.

15. The lessees shall not be bound to carry, unless they think fit, any animals, goods, minerals, or parcels, other than passengers' luggage not exceeding twenty-eight pounds in weight.

Lessees not bound to carry goods.

16. In case the lessees carry animals, goods, minerals, and parcels, they may, and when required by the Local Board shall, carry the same in separate carriages or separate parts of carriages set apart for that purpose, provided that this shall not apply to the carriage of passengers' luggage.

Provision as to carriage of goods, &c. in separate carriages.

17. The Local Board may, at such times and in such manner as they think fit (but subject to the reasonable byelaws for the time being in force with respect to the tramways), use the tramways for sanitary purposes and for the conveyance of scavenging stuff, road metal, and other materials required for the works of the Local Board, free of all tolls and charges in respect of such use.

Local Board may use tramways for sanitary purposes.

Tolls.

18. The tolls and charges authorised by this Order to be demanded and taken are as follows, viz.:

Tolls and charges.

For every passenger travelling upon any of the tramways, or any part thereof, any tolls or charges not exceeding one penny per mile (and for this purpose a fraction of a mile beyond any integral number of miles shall be deemed a mile), but for any less distance than three miles any sum not exceeding threepence may be charged; and

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For all animals, goods, minerals, and parcels conveyed upon the tramways, any tolls or charges not exceeding the tolls and charges specified in the Schedule to this Order annexed.

Such tolls or charges shall include all tolls and charges which may be taken or made for the use of the tramways, carriages, waggons, or trucks, and for motive power, and every other expense incidental to such conveyance.

Passengers' luggage.

19. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Cheap fares for labouring classes.

20. Every lease of the tramways granted by the Promoters shall imply a condition of re-entry, if the lessees at any time during the continuance of the demise do not run carriages each way every morning in the week, and every evening in the week, (Sundays, Christmas Day, and Good Friday always excepted,) at such hours as the Promoters think most convenient for artisans, mechanics, and daily labourers, at tolls or charges not exceeding one halfpenny per mile, the lessees nevertheless not being required to take any toll or charge less than one penny: Provided always, that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages the said Board shall have power to fix and regulate the same from time to time.

Payment of tolls.

21. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner and under such regulations as the persons entitled to demand such tolls and charges may by notice to be annexed to the list of tolls and charges appoint.

Opening of Tramways to the Public.

As to user of tramways and tolls thereon when declared open to be used by the public.

22. The Promoters may from time to time by resolution declare the tramways, or any part thereof, to be open to be used by the public, and for such periods as the Promoters think fit, and such user may be either concurrently with the lessees or otherwise; and so soon as the Promoters have passed such resolution, any person or persons may use the tramways, or any part thereof, with carriages having flange wheels or other wheels suitable only to run on the rail of the tramways, and may demand and take for the like purposes for which tolls or charges are authorised to be demanded and taken by this Order any tolls or charges not exceeding the tolls or charges by this Order authorised to be demanded and taken for such purposes.

Tolls if tramways declared open to be used by the public.

23. If the tramways, or any part thereof, be declared to be open to be used by the public, the Promoters may demand and take from the person or persons so using the tramways, or any part thereof, the following tolls and charges in respect of such user; namely,

For every passenger travelling in or upon any of the carriages of such person or persons, any tolls or charges not exceeding one halfpenny nor less than one farthing per mile;

For any animals, goods, minerals, and parcels conveyed in or upon the carriages of such person or persons, any tolls or charges not exceeding one half of the tolls or charges specified in the Schedule to this Order

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annexed, in respect of such animals, goods, minerals, and parcels so conveyed, subject to the regulations in that behalf therein contained ;
and the Promoters may, if they think fit, commute such tolls or charges, so that the commuted sum may be as near as possible an equivalent of such tolls and charges.

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24. The person or persons so using the tramways, or any part thereof, declared to be open to be used by the public, and their officers and servants, shall permit the person duly authorised for that purpose by the Promoters to ride free of charge for the whole or any part of the journey in or upon each carriage, waggon, truck, or vehicle in or upon which any passengers, animals, goods, minerals, or parcels are conveyed by such person or persons upon the tramways, or such part thereof.

Servants of the Promoters to ride in carriage, &c. free of charge.

25. The provisions contained in the following sections of the Tramways Act, 1870 ; namely,

Certain provisions of the Tramways Act, 1870, as to licensees extended to persons using the tramways when declared open to be use by the public.

Section 36. (In default of payment of tolls, licensee's carriages may be detained and sold) ;

Section 37. (Licensees to give account of passengers carried by them) ;

Section 38. (Licensees not giving account of passengers carried liable to penalty) ;

Section 39. (Disputes as to amount of tolls to be settled by justices) ; and

Section 40. (Owners of carriages liable for damages done by their servants) ; shall, so far as the same are applicable in this behalf, extend and apply, mutatis mutandis, to the person or persons so using the tramways, or any part thereof, declared to be open to be used by the public ; and in construing those sections for the purposes aforesaid—

The expression "licensee" or "licensees" shall mean the person or persons so using the tramways, or any part thereof ;

The expression "passengers" shall include animals, goods, minerals, and parcels ;

The expression "number of passengers" shall include the number or quantity (as the case may require) of the animals, goods, minerals, or parcels conveyed ; and

The expression "carriage" shall include any waggon, truck, or vehicle in or upon which such animals, goods, minerals, or parcels are conveyed.

Miscellaneous.

26. The following provisions for the protection of the mayor, aldermen, and citizens of the city of Manchester (herein-after referred to as "the Corporation"), shall be in force and have effect :

For protection of Corporation of Manchester.

(1.) Sections 30, 32, and 33 of the Tramways Act, 1870, shall (subject to the other provisions of this section) extend and apply to the Corporation with reference to the gas and water mains, pipes, and apparatus belonging to the Corporation in like manner as the same apply to a company or person being the owner of gas or water mains or pipes : Provided that all works or interference with or in connexion with the gas and water mains, pipes, or apparatus of the Corporation under the thirtieth section of the Tramways Act,

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1870, or otherwise, shall be made and executed by the Corporation, and not otherwise, upon the request and at the cost of the Promoters :

- (2.) The proper cost of constructing, providing, and laying any new gas or water mains, pipes, or apparatus in lieu of and in substitution for any which may be rendered useless by the construction of the tramways, and the value of any gas or water mains, pipes, or apparatus belonging to or under the control of the Corporation which are rendered useless to the Corporation through the execution of the works authorised by this Order shall, on demand, but subject to credit being given for the value of the aforesaid mains, pipes, and apparatus so rendered useless to the Corporation, be paid to the Corporation by the Promoters; Provided always, that whenever any main, pipe, or apparatus of larger dimensions than those now existing is, in consequence of the construction of the said tramway, substituted for an existing main, pipe, or apparatus, the Promoters shall (unless the increased dimensions be rendered necessary solely by reason of the construction or existence of the tramways) only be required to pay the cost which would have been incurred by the substitution of a main, pipe, or apparatus of equal dimensions with the existing main, pipe, or apparatus :
- (3.) All and singular sum and sums of money herein-before provided to be paid by the Promoters to the Corporation may be recovered by the Corporation by all and the same means as any simple contract debt.

Provisions as to arbitration.

27. Where, under the provisions of the Tramways Act, 1870, in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of the Common Law Procedure Act, 1854, shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Form and delivery of notices.

28. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect ; (that is to say,)

- (1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by any local authority or any road authority shall be signed by their clerk or secretary :
- (2.) Any notice to be delivered by or to the Promoters to or by any other local authority, or any road authority, or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary, at their principal office.

The Local Board may borrow 30,000*l.* to be repaid in 30 years.

29. The Local Board may, under and according to the provisions contained in section twenty of the Tramways Act, 1870, borrow for the purpose of this Order any sum or sums of money not exceeding in the whole the sum of thirty thousand pounds, in addition to any sum or sums of money they are already authorised to borrow, and the time for which the said sum of thirty

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thousand pounds may be borrowed shall be thirty years; and for the purpose of such borrowing the Local Board may include in any mortgage of their general district rate the rents reserved under any lease, and the tolls, charges, and sums authorised to be taken or received by them under the provisions of this Order. A.D. 1878.
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30. Any person using the tramways under the authority of this Order on the one hand, and any company or other person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such company or other person any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic. Power to enter into agreements with respect to traffic, &c.

31. Notwithstanding anything contained in this Order, the Promoters and any persons using any tramways to which the same applies shall be subject and liable to the provisions of any general Act which may hereafter be passed during this or any future session of Parliament relating to the tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, and to any future revision or alteration, under the authority of Parliament, of the maximum rates of tolls authorised by this Order, and to any condition, regulation, or restriction which may be imposed upon the use of tramways, or upon the use on tramways of animal power, by any such general Act as aforesaid. Saving for general Acts.

SCHEDULE.

TOLLS AND CHARGES FOR ANIMALS, GOODS, &c.

Animals.

	Per mile.
	s. d.
For every horse, mule, or other beast of draught or burden -	0 3
For every ox, cow, bull, or head of cattle - - -	0 3
For calves, pigs, sheep, and small animals - - -	0 2

Goods and Minerals.

For all coals, culm, cannel, limestone, chalk, lime, sand, slates, clay, ironstone, undressed or scabbled stones for building, pitching, and paving, slag, stone, salt, sand, cinders, and all undressed materials for the repair of public roads, per ton -	0 3
For all iron, ironstone, iron ore, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets and rolled iron, wrought iron, not otherwise specifically classed herein, and for heavy iron castings (including railway chairs), tiles, bricks, coke, charcoal, dung, manure, and compost, per ton -	0 4
For all timber or wood, per ton - - - - -	0 3
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton - - -	0 5

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	Per mile.
	s. d.
For all cotton, wools, drugs, manufactured goods, and all other wares, merchandise, fish, articles, matters, or things not otherwise specially classed, per ton - - - -	0 6
For every carriage of whatever description - - - -	1 0

Small Parcels.

	Any distance.
	s. d.
For any parcel not exceeding in weight seven pounds - - - -	0 3
For any parcel exceeding seven but not exceeding fourteen pounds in weight - - - - -	0 5
For any parcel exceeding fourteen but not exceeding twenty-eight pounds in weight - - - - -	0 7
For any parcel exceeding twenty-eight but not exceeding fifty-six pounds in weight - - - - -	0 9
For any parcel exceeding fifty-six but not exceeding five hundred pounds in weight, the persons or person conveying the same may demand any sum they or he think proper.	

Single Articles of Great Weight.

For any boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, exceeds four tons but does not exceed eight tons, per ton per mile - - - -	3 0
For any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, exceeds eight tons, the persons or person conveying the same may demand such sum as they or he think fit.	

Regulations as to Tolls.

In respect of animals, goods, and minerals conveyed for any less distance than three miles, tolls and charges may be demanded and taken as for three miles. For the fraction of a mile beyond three miles, or beyond any greater number of miles, tolls and charges for animals, goods, and minerals may be demanded and taken for such fraction in proportion to the numbers of quarters of a mile contained therein, and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile.

For a fraction of a ton tolls and charges may be demanded and taken according to the numbers of the quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles (except stone and timber), the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity. Provided always, that articles sent in large aggregate quantities, although made up of separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall only apply to single parcels in separate packages.

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READING TRAMWAYS.

Reading.

Order authorising the construction of Tramways in the town of Reading and its vicinity.

1. This Order may be cited as the Reading Tramways Order, 1878.

Short title.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking,) and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Incorporation of Acts.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings.

Interpretation.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

In this Order—

The expression "the Corporation" shall mean the mayor, aldermen, and burgesses of the borough of Reading, acting either in their municipal capacity or as an urban sanitary authority.

The term "person" shall include any corporation.

Promoters.

4. The Reading Tramways Company, Limited, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

The Promoters.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking; provided that they shall not at any time hold more than five acres of land.

Land by agreement.

Construction of Tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as "the deposited plans" and "the deposited sections"), the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same.

Construction of tramways.

The tramways authorised by this Order are—

No. 1. A tramway, one mile one furlong five chains and sixty links in length, commencing in Oxford Road at a point opposite or nearly opposite to the eastern side of Grove Lands Road, passing thence in an easterly direction along Oxford Road, Oxford Street, and Broad Street, and terminating in Broad Street opposite to the eastern side of St. Mary's Butts.

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No. 1A. A tramway or passing place, three chains in length, wholly situate in Oxford Road, commencing and terminating by junctions with tramway No. 1 at points respectively twenty-three yards and eighty-nine yards or thereabouts eastward from Grove Lands Road.

No. 1B. A tramway or passing place, four chains in length, wholly situate in Oxford Road, commencing and terminating by junctions with tramway No. 1 at points respectively opposite to and eighty-eight yards or thereabouts eastward from Lorne Street.

No. 1C. A tramway or passing place, two chains in length, commencing in Oxford Street by a junction with tramway No. 1 at a point seventeen yards or thereabouts westward from West Street, passing thence along Oxford Street into Broad Street, and terminating in Broad Street at a point opposite to the eastern side of St. Mary's Butts.

No. 2. A tramway, one mile one furlong two chains and fifty-seven links in length, commencing in Broad Street by a junction with tramway No. 1 at its point of termination, herein-before described, passing thence along Broad Street into and along King Street, King's Road, and the roadways of the bridges over the River Kennet and the Kennet Canal, and the open space at the junction of King's Road and London Road, and terminating in such open space at a point eighty-seven yards or thereabouts westward from the entrance lodge of the Cemetery.

No. 2A. A tramway, two furlongs three chains and ninety links in length, commencing in Broad Street by a junction with tramway No. 1C at its point of termination, and passing thence along Broad Street, King Street, and King's Road, and terminating in King's Road by a junction with tramway No. 2 at a point forty yards or thereabouts eastward from High Street.

No. 2B. A tramway, one furlong four chains and eighteen links in length, commencing in King's Road by a junction with tramway No. 2 at a point situate thirty-four yards or thereabouts eastward from Watlington Street, passing along King's Road and the roadway of the bridge over the Kennet Canal, and terminating in King's Road by a junction with tramway No. 2 at a point opposite to the eastern side of Eldon Road.

No. 2C. A tramway, two chains in length, commencing in the King's Road by a junction with tramway No. 2 at a point one hundred and thirty-one yards or thereabouts westward from the entrance lodge of the Cemetery, passing thence along King's Road into and along the open space at the junction of King's Road and London Road, and terminating in such open space at a point eighty-seven yards or thereabouts westward from the entrance lodge of the Cemetery.

The tramways herein-before described will pass or be made from, in, through, or into the following parishes, townships, or extra-parochial places, or some of them; that is to say, Tilehurst, in the county of Berks; St. Mary, St. Lawrence, and St. Giles, in the borough of Reading and county of Berks.

Promoters may be required to adopt improvements.

7. The tramways shall be constructed with two grooved rails on a gauge of four feet, provided that the Board of Trade may from time to time, upon the

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for any damage which may arise from any works properly executed or to be executed by the corporation or any road authority, or from the use of any implements or materials they may use in the maintenance thereof, except where such damage results from negligence or improper conduct in the execution of such works, or in the use of such implements and materials.

—
Reading.
maintaining
the tramways
free from
damage or
accident.

16. The road authority of every road in which any tramway is laid may cleanse the same without reference to the tramways; but whatever cleansing, owing to snow or other matters impeding the traffic, is requisite for the proper working of the tramways shall be executed by the Promoters, who shall in performing the same remove the snow or other matter from off the road forthwith, and without first placing it on any other part of the road.

Cleansing of
roads.

Traffic upon Tramways.

17. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels: Provided that the Promoters shall not convey or permit to be conveyed upon any part of the tramways any animals, minerals, or goods (except small parcels or passengers luggage not exceeding twenty-eight pounds in weight) without the previous consent in writing of the corporation.

Traffic upon
tramways.

18. The Promoters shall not be bound to carry, unless they think fit, any animals, goods, minerals, or parcels, other than passengers luggage not exceeding twenty-eight pounds in weight.

Promoters not
bound to carry
goods.

19. In case the Promoters, with the consent in writing of the corporation, carry animals, goods, minerals, or parcels, they may, and when required by the corporation shall, carry the same in separate carriages, or separate parts of carriages set apart for that purpose; provided that this provision shall not apply to the carriage of passengers luggage.

Provision as to
carriage of
animals,
goods, &c.
in separate
carriages.

20. No carriage shall be used by the Promoters upon the tramways if such carriage has been certified by an officer appointed for that purpose by the corporation to be unfit for use.

Carriages
unfit for use.

21. The traffic on the tramways shall be suspended between the hours of 11 A.M. and 1 P.M. on every Sunday, Good Friday, and Christmas Day.

Traffic on
Sundays, &c.

Tolls.

22. The Promoters may demand and take for every passenger travelling upon any of the tramways or any part thereof, including tolls for the use of the tramways and of carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile); but the Promoters may charge for any less distance than two miles any sum not exceeding twopence.

Tolls.

23. Every passenger travelling upon any of the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof. All such personal luggage to be carried by hand, and at the responsibility of the passenger, and not to occupy any part of a seat, nor to be of a form or description to annoy or inconvenience other passengers.

Passengers'
luggage.

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Cheap fares
for labouring
classes.

24. The Promoters, at all times after the opening of the tramways or any part or parts thereof for public traffic, shall and they are hereby required to run at least two carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than half-past five in the evening respectively, as the corporation think most convenient for artizans, mechanics, and daily labourers, at tolls or charges not exceeding one halfpenny per mile (the Promoters nevertheless not being required to take any toll or charge less than one penny), and the Promoters shall be liable to a penalty not exceeding one pound for every day, except as aforesaid, on which they do not run such number of carriages as aforesaid, in accordance with the provisions of this section: Provided always, that the Promoters shall not be liable to any such penalty if the failure to run such number of carriages arises from any act of the corporation or their officials, or from circumstances over which the Promoters have no control: Provided also, that, in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

Tolls for
animals, goods,
&c.

25. The Promoters may demand and take in respect of any animals, goods, minerals, or parcels conveyed by them on the tramways under the authority of this Order, except as is by this Order specially provided, including the tolls for the use of the tramways, and for waggons, trucks, and motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding the tolls and charges specified in the Schedule to this Order annexed, subject to the regulations in that behalf therein contained.

Payment of
tolls.

26. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner and under such regulations as the Promoters may by notice to be annexed to the list of tolls and charges appoint.

Miscellaneous.

For the pro-
tection of the
corporation.

As to tram-
ways over
King's Road
bridges and
Holy Brook.

27. The following provisions shall have effect and be in force for the protection of the Corporation, and shall be observed and carried out by the Promoters:

- (A.) In constructing the tramways over the bridges in the King's Road, and over the culvert by which the brook known as the Holy Brook is carried under that road, the Promoters shall, if required by the corporation, leave not less than four inches between the lower side of the sleepers or of the concrete and other foundation of the tramways, and the stonework, brickwork, or other material of which such bridges and culvert are respectively constructed, and the Promoters shall make such alterations (if any) in the levels of the roadways over the said bridges and culvert as may be necessary to allow such space being left, and also shall make such alterations (if any) in the levels of the footways on either side of such roadways, and in the height of the parapets of the said bridges, as the corporation may direct: Provided always, that the rate of inclination of the said roadways respectively shall not be increased by reason of the alteration of the level thereof.

[41 & 42 VICT.] *Tramways Orders Confirmation* [Ch. ccxxxi.]
 (No. 1) Act, 1878.

- (B.) The Promoters shall, if required by the corporation by notice under seal, within three months after the passing of the Act confirming this Order, and with the approval of the Board of Trade, lay a single line of tramway only along the whole or such part of King Street and King's Road as the corporation by such notice prescribe, along which a double line of tramways is shown on the deposited plans; and such single line shall be laid in the centre of such road, or on such side of and at such distance from the imaginary centre line of the said road, not being nearer to the outside of the footpath on either side thereof than the tramways shown on the deposited plans, as may be prescribed by such notice; and it shall not be lawful for the Promoters to lay the tramways along King Street or King's Road unless and until they have made such alterations (if any) in the levels of the said street and road respectively, and of the footpaths thereof respectively, as may be deemed necessary by the corporation; and the Promoters shall bear and pay, and shall save harmless and indemnify the corporation against, all loss, damages, and expenses incurred in, or occasioned by, or arising from any such alteration. A.D. 1878.
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Reading.
As to tramways in King's Street and King's Road.
- (C.) If, in constructing any of the tramways, it is necessary to alter or reconstruct any vault, cellar, archway, or culvert under any road, or to execute any work for properly maintaining the same, the Promoters shall, at their own expense, execute all such works to the reasonable satisfaction of the owners of such vaults, cellars, arches, and culverts respectively, and shall save harmless and indemnify the corporation and all other bodies and persons from all claims for damage or injury, or otherwise, in respect of any such alteration or reconstruction of any such vault, cellar, archway, or culvert.
- (D.) The Promoters shall remove all drains and sewers constructed or used for the purpose of carrying off surface water, and all water distributing mains which are situate under that part of any road which they are by section twenty-eight of the Tramways Act, 1870, required to maintain and repair, and shall reconstruct and relay any such drains, sewers, and mains respectively in such other parts of the said road as may be prescribed by the corporation, and shall make all such alterations as may be necessary in the connexions with such drains, sewers, and mains. As to surface drains and pipes.
- (E.) The provisions of section twenty-eight of the Tramways Act, 1870, with reference to the repair by the Promoters of certain parts of the roads along which tramways are laid, shall extend and apply to the entire width of those portions of the roadway in King's Road which pass over the bridges in that road: Provided always, that no portion of any road within the borough of Reading required by section twenty-eight of the Tramways Act, 1870, or by this Order, to be maintained and kept in good repair by the Promoters shall be deemed to be so maintained and kept unless it is paved by the Promoters with granite setts or blocks, or such other paving stone as the surveyor to the corporation may direct.

[Ch. ccxxxi.] *Tramways Orders Confirmation* [41 & 42 VICT.]
(No. 1) Act, 1878.

A.D. 1878.

Reading.

Corporation to have access to sewers.

Provision as to works occasioned by the tramways.

Certain sections of the Tramways Act, 1870, to apply to corporation.

Sub-section 5 of clause 32 of Tramways Act, 1870, not to apply in certain cases.

Penalty for not maintaining rails and road in good condition.

Corporation to participate in surplus profits.

- (F.) The corporation shall at all times have free access to, and communication with, all their sewers and drains, and power to lay lateral and private drains to communicate therewith without the consent or concurrence of the Promoters; and the provisions contained in the thirty-second and thirty-third sections of the Tramways Act, 1870, shall be applicable in the case of any sewer or drain of the corporation as if the same were a pipe for the supply of gas or water.
- (G.) The provisions of the thirty-second section of the Tramways Act, 1870, with respect to works by authorities, companies, bodies, and persons, and to additional expense caused to any company, body, or person by reason of the existence of tramways, shall apply to all works in respect of the constructing of any new sewer or drain pipe, or the altering, repairing, laying down, improving, or enlarging any existing or future sewer or drain pipe, and to the additional expense in respect of the same.
- (H.) Sections thirty, thirty-two, and thirty-three of the Tramways Act, 1870, shall apply to the corporation with reference to the water mains, pipes, and apparatus belonging to the corporation in like manner as the same apply to a company or person being the owner of water mains or pipes: Provided that all works, or interference with, or in connexion with the water mains, pipes, or apparatus of the corporation under the thirtieth section of the Tramways Act, 1870, or otherwise, shall be made and executed by the corporation, and not otherwise, upon the request and at the cost of the Promoters.
- (I.) So much of sub-section five of section thirty-two of the Tramways Act, 1870, as prescribes that the works referred to in that section shall not be executed except under the superintendence of the Promoters, and to their reasonable satisfaction, shall not apply to any works which the corporation may execute under the said section as extended by this Order.
- (K.) The Promoters shall at all times maintain and keep in good condition and repair the rails of which any of the tramways for the time being consist, and so far as relates to such portions of the tramways as are situate within the borough of Reading, such condition and repair shall be subject to the reasonable satisfaction of the corporation; and if the Promoters at any time fail to comply with this provision, or with any of the requirements of section twenty-eight of the Tramways Act, 1870, as extended by this Order, they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues, and such penalty may be recovered as by section fifty-six of the said Act is provided.
- (L.) When in any year ending on the thirty-first day of December the clear profits of the Promoters shall amount to more than sufficient to pay a dividend at the rate of eight pounds per centum per annum on the amount paid up on the ordinary shares of the Promoters, the corporation shall be entitled to and may demand and take from the Promoters one moiety of such surplus profits, and the Promoters shall

[41 & 42 VICT.] *Tramways Orders Confirmation* [Ch. ccxxxi.]
 (No. 1) Act, 1878.

and they are hereby required to account for and pay over to the corporation the said moiety of such surplus profits on or before the first day of April next after the said thirty-first day of December, and the moneys received from time to time by the corporation from such surplus profits shall be carried by them to the credit of the district fund account of the urban sanitary authority.

A.D. 1878.
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Reading.

(M.) A copy of every half-yearly balance sheet of the accounts of the Promoters shall within fourteen days after the same have been approved at an ordinary meeting of the Promoters, be delivered to the corporation, or to their town clerk for the time being, and the books, accounts, and vouchers of the Promoters shall at all reasonable times be open to the inspection of the corporation, or a person appointed by them to inspect the same, for the space of two calendar months next after the delivery to the corporation or town clerk of a copy of such balance sheet as aforesaid.

Copies of balance sheet to be delivered to corporation.

(N.) As security to the corporation for the due fulfilment by the Promoters of the obligations to which, under the provisions of this Order, they are liable, the Promoters shall, in addition to complying with the provisions of section twelve of the Tramways Act, 1870, within twelve months after the passing of the Act confirming this Order, invest to the satisfaction of the town clerk of the borough of Reading, in the joint names of themselves and the said town clerk (in this Order referred to as "the trustees"), the sum of five hundred pounds, or at the option of the corporation assign to the trustees such other security of not less value, as the corporation may consider sufficient; and the said sum, or any such security to be substituted in lieu thereof, shall be held by the trustees on trust to pay and make good to the corporation any claim which may arise at their instance against the Promoters; and if any difference arises between the corporation and the Promoters in relation to any such claim, the matter in difference shall be settled in the manner provided by section thirty-three of the Tramways Act, 1870: Provided that so long as no claim is established at the instance of the corporation against the Promoters the interest or dividend on the sum so invested or secured shall be payable to and receivable by the Promoters.

Provisions as to fulfilment by Promoters of their obligations to corporation.

(O.) The Promoters may be required to sell their undertaking to the corporation at any time after the expiration of ten years, and before the expiration of twenty-one years from the time of the passing of the Act confirming this Order; but if the Promoters are so required to sell their undertaking they shall not be compelled to do so upon the terms and conditions specified in section forty-three of the Tramways Act, 1870, nor unless the corporation shall, by a resolution passed in accordance with the provisions of the said section forty-three, decide to purchase the whole of the tramways of the Promoters, and all lands, buildings, works, carriages, horses, plant, property, and effects of the Promoters used by them for the purpose of the undertaking authorised by this Order, at such price, upon such terms, and subject to such conditions as may be

As to purchase of tramways by corporation.

[Ch. ccxxxi.] *Tramways Orders Confirmation* [41 & 42 VICT.]
(No. 1) Act, 1878.

A.D. 1878.

Reading.

agreed on between the Promoters and the corporation, or as in case of difference may be determined in accordance with the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the purchase and taking of lands otherwise than by agreement, so far as such provisions relate to the settlement of questions of disputed compensation, as if the corporation were the Promoters, and the Promoters were the owners referred to in that Act, but any purchase so made shall in other respects be deemed to be a purchase of the undertaking of the Promoters under the authority of the said section forty-three.

Saving rights
of corpora-
tion.

(P.) Except as is by this Order otherwise expressly provided, nothing in this Order contained shall take away, lessen, prejudice, or alter any of the estates, rights, interests, powers, or authorities of or belonging to the corporation, but the corporation shall have, use, exercise, and enjoy the same as fully, freely, and effectually in all respects as they could or might have done if this Order had not been made and confirmed: Provided always, that for the purpose of the preceding provisions of this Order with respect to contracts with road authorities where steam or mechanical power is to be used the several provisions of this section marked L, M, and N, shall be deemed to be a contract with the corporation as the road authority, and the said preceding provisions shall extend and apply thereto.

For protec-
tion of the
Reading Gas
Company.

28. Whenever the Promoters desire, under the authority of this Order, to do any act which may render necessary the alteration, removal, or displacement of any of the mains, pipes, valves, syphons, plugs, or other apparatus or works belonging to or under the control of the Reading Gas Company, the Promoters shall give to the Reading Gas Company fourteen days notice in writing of such desire, and the Reading Gas Company shall forthwith, but without prejudice to the protection afforded to them by the Tramways Act, 1870, make such alteration, displacement, or removal, as the case may be, and do all works incidental thereto, and all expenses that may be thereby incurred shall be defrayed by the Promoters.

Nothing contained in this Order shall interfere with the exercise by the Reading Gas Company of the powers, rights, and privileges conferred upon them by any Act or Acts of Parliament of laying down, maintaining, and, as the case may require, of repairing, altering, removing, or replacing any mains, pipes, or other works in or under any of the roads or thoroughfares upon which the tramways or any or either of them may be laid under the authority of this Order; and the provisions of the Tramways Act, 1870, in favour of the local authority or the road authority shall be extended to and include the said Reading Gas Company.

Provisions as
to arbitration.

29. Where under the provisions of the Tramways Act, 1870, in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of the Common Law Procedure Act, 1854, shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

[41 & 42 VICT.] *Tramways Orders Confirmation* [Ch. ccxxxi.]
(No. 1) Act, 1878.

30. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (that is to say,)

A.D. 1878.

(1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by the corporation shall be sufficiently authenticated by being signed by the town clerk of the borough or by the surveyor to the corporation, and if given by any other local authority or any road authority by being signed by their clerk or secretary :

Reading.
Form and delivery of notices.

(2.) Any notice to be delivered by or to the Promoters to or by any local authority, or any road authority, or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary, at their principal office.

31. The Promoters or any person using the tramways under the authority of this Order on the one hand, and any other company or person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such other company or person any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic.

Power to enter into agreements with respect to traffic, &c.

32. Notwithstanding anything contained in this Order, the Promoters, and any persons using any tramways to which the same applies, shall be subject and liable to the provisions of any general Act which may hereafter be passed during this or any future session of Parliament relating to the tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, or to any future revision or alteration, under the authority of Parliament, of the maximum rates of tolls or charges authorised by this Order, and to any condition, regulation, or restriction which may be imposed upon the use of tramways, or upon the use on tramways of animal power, by any such general Act as aforesaid.

Saving for general Acts.

SCHEDULE.

TOLLS AND CHARGES FOR ANIMALS, GOODS, &C., PER MILE.

Animals.

For every horse, mule, or other beast of draught or burden, sixpence per head.

For every ox, cow, bull, or head of cattle, sixpence per head.

For every calf, pig, sheep, or other small animal, threepence per head.

[Ch. ccxxxi.] *Tramways Orders Confirmation* [41 & 42 Vict.]
(No. 1) Act, 1878.

A.D. 1878.

Goods and Minerals.

Reading.

- For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fire-clay, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, threepence per ton.
- For all iron, iron ore, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, bricks, slag, and stone, stones for building, pitching, and paving, tiles, slates, and clay (except fireclay), and for wrought iron not otherwise specially classed herein, and for heavy iron castings, including railway chairs, fourpence per ton.
- For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, sixpence per ton.
- For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, sixpence per ton.
- For every carriage of whatever description, one shilling.

Small Parcels.

- For every parcel not exceeding seven pounds in weight, threepence.
- For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight, fivepence.
- For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight, sevenpence.
- For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, ninepence.
- For any parcel exceeding fifty-six pounds in weight, such sums as the Promoters may think fit.
- Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

For the Carriage of Single Parcels of Great Weight.

- For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weights of which, including the carriage, exceed four tons but do not exceed eight tons, such sum as the Promoters may think fit, not exceeding two shillings per ton.
- For the carriage of any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, exceeds eight tons, such sum as the Promoters may think fit.

Regulations as to Tolls.

- A fraction of a mile beyond an integral number of miles shall be deemed a mile.
- For a fraction of a ton the Promoters may demand and take tolls and charges according to the number of the quarters of a ton in such fraction; and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

[41 & 42 VICT.] *Tramways Orders Confirmation* [Ch. ccxxxi.]
 (No. 1) Act, 1878.

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

A.D. 1878.

Re ai.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

SUNDERLAND TRAMWAYS.

Sunderland.

Order authorising the construction of Tramways in the borough of Sunderland in the county of Durham.

1. This Order may be cited as the Sunderland Tramways Order, 1878.

Short title.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking,) and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Incorporation of Acts.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings.

Interpretation.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

In this Order the expression "the corporation" shall mean the mayor, aldermen, and burgesses of the borough of Sunderland.

The term "person" shall include any corporation.

Promoters.

4. The Sunderland Tramways Company, Limited, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

The Promoters.

5. The Promoters may, by agreement, from time to time purchase and acquire such lands as they may require for the purposes of the undertaking, and may from time to time sell or dispose of any such lands which may not be necessary for such purposes, provided that they shall not at any time hold more than five acres of land.

Lands by agreement.

Construction of Tramways.

6. The Promoters shall construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as "the deposited plans" and "the deposited sections"), the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses,

Construction of tramways.

[Ch. CCXXXI.] *Tramways Orders Confirmation* [41 & 42 VICT.]
(No. 1) Act, 1878.

A.D. 1878. works, and conveniences connected therewith, or for the purposes thereof,
Sunderland. and shall work and use the same.

The tramways authorised by this Order are—

No. 1. A tramway, one mile four furlongs three chains and fifty links in length, commencing at Roker, in the open space at the junction of Roker Terrace and Roker Avenue, at a point one hundred and thirty-six yards or thereabout north-eastward from a point in Roker Avenue, opposite to the north-eastern side of Featherstone Street at its junction with Roker Avenue, passing thence into and along Roker Avenue (crossing the bridge carrying that roadway over the coal inclines of the North-eastern Railway Company), the open space forming the junction of Roker Avenue and North Bridge Street, the bridge and approaches over the River Wear (known as Sunderland Bridge), Bridge Street, crossing High Street, passing into and along Fawcett Street, and terminating in Fawcett Street at its southern side, at a point opposite or nearly opposite to the south-eastern corner of the gas office.

No. 1A. A tramway or passing place, two chains and twenty-five links in length, commencing at Roker, in the open space at the junction of Roker Terrace and Roker Avenue, at a point one hundred and thirty-six yards or thereabouts north-eastward from a point in Roker Avenue opposite to the north-eastern side of Featherstone Street at its junction with Roker Avenue, passing thence into and along Roker Avenue, and terminating in Roker Avenue by a junction with tramway No. 1. at a point situate eighty-seven yards or thereabouts north-eastward from Featherstone Street.

No. 1B. A tramway or passing place, six chains in length, wholly situate in Roker Avenue, commencing and terminating by junctions with tramway No. 1. at points respectively sixty-four yards or thereabouts southward from the southern end of the bridge carrying Roker Avenue over the coal inclines of the North-eastern Railway, and twenty-four yards or thereabouts south-westward from a point in the said road opposite to the north-eastern end of the terrace of houses situate at the junction of Millum Terrace with Roker Avenue.

No. 1C. A tramway or passing place, six chains in length, wholly situate in Roker Avenue, commencing and terminating by junctions with tramway No. 1. at points respectively situate opposite to, and one hundred and thirty-two yards or thereabouts southward from, the north-eastern corner of the Methodist chapel at the junction of Brandling Street and Roker Avenue.

No. 1D. A tramway or passing place, five chains and seventy-five links in length, wholly situate in Roker Avenue, commencing and terminating by junctions with tramway No. 1. at points respectively situate sixty-seven yards or thereabouts north-eastwards and sixty-one yards or thereabouts south-westward from the centre of Church Street at its junction with Roker Avenue.

No. 1E. A tramway, two furlongs three chains and twenty-five links in length, commencing in Roker Avenue by a junction with tramway

[41 & 42 VICT.] *Tramways Orders Confirmation* [Ch. ccxxxi.]
(No. 1) Act, 1878.

- No. 1. at a point twenty-seven yards or thereabouts north-eastward from the south-western corner of the "Wheatsheaf" inn, and passing thence along Roker Avenue, the open space forming the junction of Roker Avenue and North Bridge Street, passing into North Bridge Street, and terminating in North Bridge Street, or the northern approach to the bridge over the River Wear (known as Sunderland Bridge), by a junction with tramway No. 1. at a point forty-four yards or thereabouts south-eastward from the south-eastern corner of the "Aquatic Arms" public-house.
- No. 1F. A tramway, two furlongs and six chains in length, commencing in Bridge Street, or the southern approach to the bridge over the River Wear (known as Sunderland Bridge), at a point opposite or nearly opposite to the northern side of the toll-house of such bridge, passing thence along Bridge Street, across High Street, into and along Fawcett Street, and terminating in Fawcett Street at its southern end, at a point opposite or nearly opposite to the southern side of the gas office.
- No. 2. A tramway, seven furlongs eight chains and seventy-five links in length, commencing in Fawcett Street by a junction with tramway No. 1. at its point of termination, passing thence into and along Borough Road, Smyrna Place, Nicholson Street, Cousin Street, crossing Adelaide Place, passing thence into and along the roadway leading from Adelaide Place (between the Orphan Asylum and Trinity Church graveyard) to Prospect Row (and otherwise known as Prospect Row), along Prospect Row and the open space between the South Dock Yard and the "Welcome" inn at the corner of Barrack Street, and terminating in such open space at a point thirty yards or thereabouts north-eastward from Barrack Street.
- No. 2A. A tramway, seven furlongs seven chains and seventy-five links in length, commencing in Fawcett Street by a junction with tramway No. 1F. at its point of termination, passing thence into and along Borough Road, Smyrna Place, Nicholson Street, Cousin Street, crossing Adelaide Place, into and along the roadway leading from Adelaide Place (between the Orphan Asylum and Trinity Church graveyard) to Prospect Row (and otherwise known as Prospect Row), along Prospect Row and the open space between the South Dock Yard and the "Welcome" inn at the corner of Barrack Street, and terminating in such open space by a junction with tramway No. 2. at a point twenty-three yards from the termination of tramway No. 2. as herein-before described.
- No. 3. A tramway, three furlongs eight chains and fifty links in length, commencing in Borough Road by a junction with tramway No. 2. at a point opposite or nearly opposite to the south-western side of Tatham Street, passing thence into and along Tatham Street and Suffolk Street, and terminating in Suffolk Street at a point situate forty-seven yards south-eastward from Ward Street.
- No. 3A. A tramway, three furlongs eight chains and fifty links in length, commencing in the Borough Road by a junction with tramway No. 2A.

A.D. 1878.
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Sunderland.

[Ch. ccxxxi.] *Tramways Orders Confirmation* [41 & 42 VICT.]
(No. 1) Act, 1878.

A.D. 1878.
—
Sunderland.

at a point opposite or nearly opposite to the south-western side of Tatham Street, passing thence into and along Tatham Street and Suffolk Street, and terminating in Suffolk Street at a point situate forty-seven yards south-eastward from Ward Street.

No. 4. A tramway, three furlongs four chains and seventy-five links in length, commencing in Fawcett Street by a junction with tramway No. 1. at its point of termination, passing thence into and along Burdon Road (crossing the Dock Branch of the North-eastern Railway), and terminating in Burdon Road at a point forty-seven yards north-westward from Mowbray Road.

No. 4A. A short junction tramway, one chain and fifty links in length, commencing in Fawcett Street by a junction with tramway No. 1. at its point of termination, passing thence into and along Burdon Road, and terminating in Burdon Road by a junction with tramway No. 4. at a point thirty-three yards or thereabouts from the commencement of tramway No. 4.

No. 4B. A tramway or passing place, three chains and fifty links in length, wholly in Burdon Road, commencing and terminating by junctions with tramway No. 4. at points respectively about one hundred and four yards northward and thirty-nine yards southward from a point in Burdon Road opposite to the northern end of Douro Terrace.

No. 5. A tramway, four furlongs and seventy-five links in length, commencing in Burdon Road by a junction with tramway No. 4. at its point of termination, passing thence along Burdon Road, crossing Mowbray Road, passing along Ryhope Road, Grey Road, Herrington Street (otherwise known as Grey Road), and Suffolk Street, and terminating in Suffolk Street by a junction with tramway No. 3A. at the point of termination of that tramway.

No. 5A. A tramway, four furlongs and seventy-five links in length, commencing at the Burdon Road by a junction with tramway No. 4. at its point of termination, passing thence along Burdon Road, crossing Mowbray Road, passing along Ryhope Road, Grey Road, Herrington Street (otherwise known as Grey Road), and Suffolk Street, and terminating in Suffolk Street by a junction with tramway No. 3. at the point of termination of that tramway.

All the tramways herein-before described will pass or be made from, in, or through the several parishes, townships, or extra-parochial places following, or some of them; (that is to say,) Monk Wearmouth, Bishop Wearmouth, Sunderland, and Monk Wearmouth shore, all in the borough of Sunderland, in the county of Durham.

Mode of formation of tramways.

7. Every tramway to be constructed under this Order shall be constructed with two-grooved rails, on a gauge of four feet eight and a half inches, laid and maintained to the satisfaction of the corporation. Provided that the Board of Trade may from time to time, upon the application of the road authority, require the Promoters to adopt and apply such improvements in the tramway, including the rails thereof, as experience may from time to time suggest,

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having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

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8. The Promoters shall at all times maintain and keep in good condition and repair the rails of which any of the tramways for the time being consist; and if the Promoters at any time fail to comply with this provision or with any of the requirements of section twenty-eight of the Tramways Act, 1870, they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by section fifty-six of the said Act is provided.

Penalty for not maintaining rails and road in good condition.

9. Where in any road in which a double line of tramway is laid there is less width between the outside of the footpath on either side of the street or road and the nearest rail of the tramway than nine feet six inches, the Promoters shall and they are hereby required to construct a passing place or passing places connecting the one tramway with the other, and by means of such passing place or passing places the traffic shall, when necessary, be diverted from one tramway to the other.

Passing places to be constructed where less than a certain width left between footway and tramway.

10. If any road authority hereafter alter the level of any road along or across which any of the tramways is laid or authorised to be laid, the Promoters shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Tramways to be kept on a level with surface of road.

11. The Promoters may from time to time hereafter make all such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid, by writing under his hand addressed to the Promoters, express his objection thereto.

Additional crossings, &c. may be made where necessary.

12. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it is, in the opinion of the road authority, necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, subject to such conditions and in accordance in all respects with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and, with the like consent, subject to the like conditions, and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

Temporary tramways may be made when necessary.

If any difference arises between the Promoters and any road authority with respect to the reasonableness of any regulations, or with respect to the mode

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Sunderland. this section, the same shall be settled in the manner specified in section
thirty-three of the Tramways Act, 1870, for the settlement of the differences
in the said section mentioned.

Application of
road materials
excavated in
construction of
Promoters'
works.

13. Any paving, metalling, or material excavated by the Promoters in the
construction of their works from any road under the jurisdiction or control of
any road authority may be applied by the Promoters, so far as may be neces-
sary, in or towards the reinstating of such last-mentioned road, and the main-
tenance, for six months after completion of any of the tramways within the
district of such road authority, of so much of the roadway of such road on either
side of such tramways as the Promoters are by this Order required to maintain;
and the Promoters shall, if so required, deliver the surplus paving, metalling, or
material not used or required to be retained for the purposes aforesaid to the
surveyor for the time being of such road authority, or to such person or persons
as he may appoint to receive the same: Provided that if, within seven days after
notice in writing to the corporation that the surplus of such paving, metalling,
or material is ready for removal, such surplus is not removed by the said
surveyor, or by some other person or persons named by him for that purpose,
such surplus paving, metalling, or material shall absolutely vest in and belong
to the Promoters, and may be dealt with, removed, and disposed of by them in
such manner as they may think fit. Any difference between the Promoters and
any road authority or surveyor or other person with reference to any of the
matters aforesaid shall be determined in manner provided by the Tramways
Act, 1870, with respect to all differences between the Promoters and any road
authority.

Tramways not
to be opened
until certified
by Board of
Trade.

14. No part of the tramways shall be opened for public traffic until the
same has been inspected and certified to be fit for such traffic in accordance
with the Tramways Act, 1870, and the Board of Trade have, by an order
signed by the secretary or an assistant secretary of the said Board, autho-
rised the same to be opened for such traffic.

Special
provision as to
paving in cer-
tain cases.

15. Where any portion of the tramways is laid in any road or street which
at the time of the passing of the Act confirming this Order is paved with wood,
or in any road or street which the corporation, within two months from the
passing of the Act confirming this Order, give notice to the Promoters that they
intend within one year from the passing of the said Act to pave with wood,
the Promoters shall in such streets or roads pave the space between the rails
of the tramway, and for eighteen inches on each side of such rails, with creosoted
beech, and in all other cases they shall pave such space, at their option, either
with creosoted beech, or with granite setts or blocks, six inches by three inches,
and six inches deep, or as near to such dimensions as may be.

Traffic upon Tramways.

Traffic upon
tramways.

16. The tramways may be used for the purpose of conveying passengers,
animals, goods, minerals, and parcels.

Promoters not
bound to carry
goods.

17. The Promoters shall not be bound to carry, unless they think fit, any
animals, goods, minerals, or parcels, other than passengers luggage not exceed-

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ing twenty-eight pounds in weight, provided that no preference shall be given by the Promoters to any person or persons in respect of the carriage of any such animals, goods, minerals, or parcels. A.D. 1878.
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18. In case the Promoters carry animals, goods, minerals, or parcels, they may, and when required by the local authority shall, carry the same in separate carriages or separate parts of carriages set apart for that purpose, provided that this provision shall not apply to the carriage of passengers luggage. Provision as to carriage of animals, goods, &c. in separate carriages.

Tolls.

19. The Promoters may demand and take for every passenger travelling upon any of the tramways or any part thereof, including tolls and charges for the use of the tramways and of carriages, and for motive power and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile), but the Promoters may charge for any less distance than three miles any sum not exceeding threepence. Tolls.

Provided always, that if at any time after three years from the opening for public traffic of any portion of the tramways it is represented in writing to the Board of Trade by the local authority of any district in which such portion is wholly or partially situate, or by twenty inhabitant ratepayers of any such district, that the Promoters are charging a greater sum than twopence for distances not exceeding two miles, and that under the circumstances then existing such charge is unreasonable, the Board of Trade may (if they think fit) direct an inquiry by a referee, to be appointed by the said Board in accordance with the provisions of the Tramways Act, 1870, and if such referee report that the truth of the representation has been proved to his satisfaction, the said Board may make an order in writing limiting the amount of the tolls and charges to be thenceforth charged by the Promoters for the conveyance of passengers for distances not exceeding two miles to twopence, and the Promoters shall thenceforth conform to and abide by such order: Provided always, that the Board of Trade may from time to time, after making such order, amend, revoke, or modify the same for good cause shown to them.

20. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof; all such personal luggage to be carried by hand and at the responsibility of the passenger, and not to occupy any part of a seat, nor to be of a form or description to annoy or inconvenience other passengers. Passengers luggage.

21. The Promoters, at all times after the opening of the tramways or any part or parts thereof for public traffic, shall and they are hereby required to run at least two carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than six in the evening respectively, as the Promoters think most convenient for artizans, mechanics, and daily labourers, at tolls or charges not exceeding one halfpenny per mile (the Promoters nevertheless not being required to take any fare less than one penny): Provided that, in case of any complaint made Cheap fares for labouring classes.

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Sunderland. of such carriages, the said Board shall have power to fix and regulate the same
from time to time.

Tolls for
animals, goods,
&c. 22. The Promoters may demand and take in respect of any animals, goods,
minerals, or parcels conveyed by them on the tramways, except as is by this
Order specially provided, including the tolls and charges for the use of the
tramways, and for waggons or trucks, and for motive power, and every other
expense incidental to such conveyance; any tolls or charges not exceeding the
tolls and charges specified in the Schedule A. to this Order annexed, subject
to the regulations in that behalf therein contained.

Payment of
tolls. 23. The tolls and charges by this Order authorised shall be paid to such
persons, and at such places upon or near to the tramways, and in such manner
and under such regulations as the Promoters may by notice to be annexed to
the list of tolls and charges appoint.

Miscellaneous.

Provisions as
to arbitration. 24. Where under the provisions of the Tramways Act, 1870, in this
Order any matter in difference is referred to the arbitration of any person
nominated by the Board of Trade, the provisions of the Common Law Pro-
cedure Act, 1854, shall apply in every such arbitration, and the decision of
the arbitrator shall be final and conclusive and binding on all parties.

Form and
delivery of
notices. 25. With respect to notices, and to the delivery thereof by or to the Pro-
moters, the following provisions shall have effect; (that is to say,)

(1.) Every notice shall be in writing or print, or partly in writing and partly
in print, and, if given by any local authority or any road authority,
shall be signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters to or by any local
authority, or any road authority, or other body, or any company, may
be delivered by being left at the principal office of that authority,
body, or company, or of the Promoters, as the case may be, or by
being sent by post in a registered letter, addressed to their respective
clerk or secretary at their principal office.

Confirmation
of agreement
between Pro-
moters and
corporation. 26. The agreement dated the fifth day of December one thousand eight
hundred and seventy-seven, and made between the corporation of the one
part and the Promoters of the other part, and set forth in the Schedule B. to
this Order annexed, is hereby confirmed and made binding upon the corporation
and the Promoters respectively.

Promoters not
to sell under
sec. 44. of
Tramways Act,
1870, without
first giving
corporation
option of pur-
chase. 27. In the event of the Promoters desiring to exercise the powers of sale
conferred by the forty-fourth section of the Tramways Act, 1870, they shall, in
the event of such proposed sale being to any persons or company, give two calendar
months notice in writing to the corporation of their intention to exercise such
power, and of the terms of such proposed sale; and in the event of the cor-
poration, by written notice within such period of two months, requiring the
Promoters to sell to them on the same terms, the Promoters shall sell to the
corporation accordingly.

Powers to
corporation 28. In addition to the power of purchase given to the corporation by section
forty-three of the Tramways Act, 1870, the Promoters may be required

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to sell their undertaking to the corporation at any time after the expiration of seven years from the passing of the Act confirming this Order, upon receiving six months notice from the corporation, and upon the terms that the price to be paid by the corporation shall be a sum equal to twenty years purchase of the average yearly nett profits made by the Promoters during the three years immediately preceding.

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to purchase after seven years from passing of Confirmation Act.

And in the event of the corporation purchasing under this section, they shall, unless they are authorised to work the undertaking themselves, grant a lease of the undertaking to the Promoters, if they require the corporation so to do, for a term of twenty-one years, at such rent and upon such terms as may be agreed upon between the corporation and the Promoters, or as, in case of difference, shall be settled by a referee to be appointed by the Board of Trade.

29. If at any time hereafter any tramways are constructed or purchased within the borough by the corporation, the Promoters shall, if required by the corporation, and if duly authorised by Provisional Order or Act of Parliament, make and maintain, at the joint expense of the Promoters and the corporation, all necessary and convenient junctions and communications between the tramways of the Promoters and the tramways of the corporation; and the corporation and the Promoters shall, if duly authorised by such Provisional Order or Act of Parliament, each respectively, if required by the other, grant to each other, and their respective assigns and lessees, running powers over their respective tramways, upon such conditions and terms as to compensation, if any, and otherwise, as may be agreed on between them, or, in case of difference, to be settled in manner provided by the thirty-third section of the Tramways Act, 1870.

As to tramways constructed or purchased by corporation.

30. The Promoters shall pay all costs, charges, and expenses incurred by the corporation in relation to this Order.

Promoters to pay costs incurred by corporation.

31. The Promoters or any person using the tramways under the authority of this Order on the one hand, and any other company or person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such other company or person any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic.

Power to enter into agreements with respect to traffic, &c.

32. Notwithstanding anything contained in this Order, the Promoters and any persons using any tramways to which the same applies, shall be subject and liable to the provisions of any general Act which may hereafter be passed during this or any future session of Parliament relating to the tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, or to any future revision or alteration, under the authority of Parliament, of the maximum rates of tolls or charges authorised by this Order, and to any condition, regulation, or restriction which may be imposed upon the use of tramways, or upon the use on tramways of animal power, by any such general Act as aforesaid.

Saving for general Acts.

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SCHEDULE A.

TOLLS AND CHARGES FOR ANIMALS, GOODS, &C.

Animals.

For every horse, mule, or other beast of draught or burden, sixpence per head.

For every ox, cow, bull, or head of cattle, sixpence per head.

For every calf, pig sheep, or other small animal, threepence per head.

Goods and Minerals.

For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fireclay, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, threepence per ton.

For all iron, iron ore, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, bricks, slag, and stone, stones for building, pitching, and paving, tiles, slates, and clay (except fireclay), and for wrought iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, fourpence per ton.

For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, sixpence per ton.

For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, sixpence per ton.

For every carriage, of whatever description, one shilling.

Parcels.

For any parcel not exceeding seven pounds in weight, threepence.

For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight, fivepence.

For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight, sevenpence.

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, ninepence.

For any parcel exceeding fifty-six pounds in weight, such sums as the Promoters may think fit.

Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

For the Carriage of Single Articles of Great Weight.

For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weights of which, including the carriage, exceed four tons, but do not exceed eight tons, such sum as the Promoters may think fit, not exceeding two shillings per ton.

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For the carriage of any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, exceeds eight tons, such sum as the Promoters may think fit.

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Regulations as to Tolls.

A fraction of a mile beyond an integral number of miles shall be deemed a mile. For a fraction of a ton the Promoters may demand and take tolls and charges according to the number of the quarters of a ton in such fraction; and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

SCHEDULE B.

AN AGREEMENT made this Fifth day of December one thousand eight hundred and seventy-seven, between the Mayor, Aldermen, and Burgesses of the borough of Sunderland, in the county of Durham, (herein-after called "the Corporation,") of the one part, and the Sunderland Tramways Company, Limited, (herein-after called "the Company,") of the other part.

WHEREAS, under or by virtue of the Wearmouth Bridge Act, 1857, and of certain other Acts of Parliament therein recited or referred to, the bridge in the said borough over the river Wear, and certain parts of the approaches thereto, are vested in the Corporation, subject to certain enactments and provisions in the said Acts of Parliament or some of them contained: And whereas the Company propose to make an application to the Board of Trade for a Provisional Order authorising the construction and user of certain lines of tramway within the said borough: Now it is hereby agreed by and between the Corporation and the Company as follows; that is to say—

1. The Corporation shall consent to the proposed application of the Company to the Board of Trade for such Provisional Order as aforesaid, and the Company shall make such application within four months from the date of this Agreement.

2. There shall be inserted in such Provisional Order a clause providing for the confirmation of this Agreement, or clauses to the effect of the clauses and stipulations herein-after contained.

3. In case the said Provisional Order shall be made and confirmed, the Company shall pay to the Corporation, from the time of the line of tramway over the said bridge being opened for public traffic until, under the provisions of the Wearmouth Bridge Act, 1857, or otherwise, the said bridge shall be allowed to be used by the public toll free, a yearly composition or sum of one

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hundred pounds ; and, in addition thereto, whenever and so often as in any year the interest, gains, and profits of the Company derived from the tramways, after paying all interest on borrowed money and the expenses of management, and of the maintenance and repairs, working expenses, and other outgoings, and providing for a reserve fund, shall be sufficient to pay any dividend over and above a rate of six pounds per cent. per annum upon the shares or stock of the Company for the time being issued, the Company shall in respect of such year pay to the Corporation an additional sum of twenty-five pounds in respect of each pound per centum per annum of additional dividend, or after that rate for any portion of dividend less than one pound per centum per annum beyond the said dividend of six pounds per centum per annum.

4. The said yearly composition or sum of one hundred pounds shall be paid by equal quarterly payments in advance, and the first payment shall be payable on the day of the opening of the said tramway for public traffic, and the subsequent payments shall be payable at the expiration of each succeeding period of three calendar months.

5. The additional sums to be paid by the Company as aforesaid shall be paid within fourteen days after the annual general meeting of the Company to be held next after the end of the year in respect of which the additional sum or sums shall be payable, or within three calendar months after the end of the year, if the meeting shall not be previously held. The year for the purposes of this clause and the third clause shall be the financial year of the Company terminating upon the day up to which the annual accounts of the Company shall be made up. For the purpose of ascertaining the amount of the net gains and profits of the Company, the accounts for each year shall be taken separately, and no allowance shall be made on either side on the ground of any excess or deficiency of such net gains and profits, or any loss in any previous or subsequent year ; and such accounts shall be open to the inspection of the said Corporation or an accountant on their behalf.

6. The amounts to be paid by the Company to the Corporation under the clauses herein-before contained shall be accepted as and deemed to be a composition for, and satisfaction of all demands of the Corporation in respect of the user of the said bridge and the approaches thereto for the purposes of the said tramway, and also a composition for and in satisfaction of all tolls which but for this Agreement would be payable under the said Act of Parliament or otherwise in respect of the passing over the said bridge of the cars or carriages running on the said tramway, or of any horses or beasts of draught used for the purposes of the business of their said tramways, whether drawing any carriage or not, or otherwise in respect of the conveyance of traffic on the tramway over the said bridge ; and, except such sums as aforesaid, no toll or payment shall be required or demanded for or in respect of such matters or any of them.

7. In case the said Provisional Order shall be made and confirmed, the Company shall make and complete the tramways in accordance with the deposited plans within twelve months from the date of the passing of the Act of Parliament confirming such Order ; and in default of their doing so, or of their carrying out the other arrangements which by this Agreement they undertake to do, they shall forfeit and pay to the said Corporation as and for liquidated and ascertained damages the sum of £500, and this Agreement shall in other respects be void.

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8. Nothing herein contained shall be deemed to release or discharge the Company from their liability under the Tramways Act, 1870, to maintain and keep in repair certain portions of the roadway over the said bridge and the approaches thereto, in case the tramway shall be made over the same.

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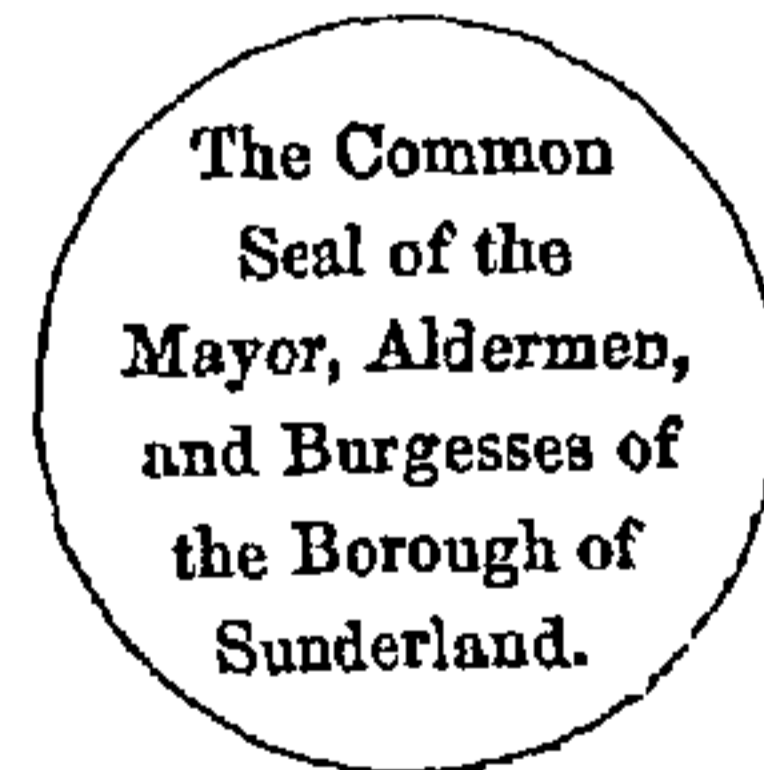
9. If any question or difference shall arise between the Corporation and the Company concerning these presents, or any clause or thing herein contained, or the construction hereof, or any matter in any way connected with these presents or the operation hereof, or the rights, duties, or liabilities of any of the parties in connexion with the premises, then and in every or any such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as, with regard to the mode and consequences of the reference, and in all other respects, to conform to the provisions in that behalf contained in the Common Law Procedure Act, 1854, or any then subsisting statutory modification thereof; and upon every or any such reference the arbitrators and umpire shall respectively have power to examine the parties and witnesses upon oath, and either to fix, settle, and determine the amount of costs of the reference and award respectively or incidental thereto, to be paid by both parties or by either party, or to direct the same to be taxed, either as between solicitor and client, or as between party and party, or otherwise, and to direct an award when and by and to whom such costs shall be paid.

10. In case this Agreement shall not be confirmed by the Provisional Order, the Corporation shall concur with the Company in endeavouring to procure the approval of the Board of Trade, under the fifty-eighth section of the Tramways Act, 1870, to this Agreement, or, if required, they shall enter into another Agreement with the Company to the like effect as the clauses of this Agreement numbered respectively three to nine inclusive, and shall concur with the Company in endeavouring to procure the approval of the Board of Trade to such new Agreement.

In witness whereof the said Corporation and Company have hereunto affixed their respective corporate and common seals the day and year first above written.

The common corporate seal of the Corporation of Sunderland was affixed at a meeting of the Council held on the 5th day of December 1877, in my presence.

WM. SNOWBALL,
Town Clerk.



EDW. T. GOURLEY,
Chairman.

The common seal of the Sunderland Tramways Company, Limited, was affixed hereto in the presence of

C. E. DAVISON, Director.
WALTER WEBB, Solicitor.



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WAVERTREE LOCAL BOARD TRAMWAYS.

Wavertree.

Order authorising the Local Board of Health for the district of Wavertree, in the county of Lancaster, to construct Tramways in the said district.

Short title.

1. This Order may be cited as the Wavertree Tramways Order, 1878.

Incorporation of Acts.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking,) and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

In this Order—

The expression "the Local Board" shall mean the Local Board of Health for the district of Wavertree, in the county of Lancaster:

The expression "the district" shall mean the district of the Local Board:

The term "person" shall include any corporation.

Promoters.

The Promoters.

4. The Local Board shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by agreement.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, provided that they shall not at any time hold more than two acres of land under the authority of this Order.

Construction of Tramways.

Construction of tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order, the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof.

The tramways authorised by this Order are—

Tramway No. 1. A tramway one mile seven and a half chains in length, situate in the township of Wavertree, in the parish of Childwall and county of Lancaster, commencing in Wavertree Road at the boundary between the borough of Liverpool and the township of Wavertree, and passing along Wavertree Road into and along High Street and Church Road, and terminating on the west side of Church Road four and a half chains or thereabouts from its junction with High Street.

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Tramway No. 1A. A tramway three furlongs and two and a half chains in length, situate in the township of Wavertree, commencing in the Wavertree Road at the boundary between the borough of Liverpool and the township of Wavertree, and passing along and terminating in Wavertree Road at or near the end of Picton Street.

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Tramway No. 1B. A tramway or passing place two chains in length, situate in the township of Wavertree, commencing and terminating by junctions with tramway No. 1 in Wavertree Road at points respectively seven and five chains west of the end of Rathbone Road.

Tramway No. 1C. A tramway or passing place two chains in length, wholly in the township of Wavertree, commencing and terminating by junctions with tramway No. 1 in Wavertree Road at points respectively four chains and two chains, or thereabouts, west of the end of Sandown Lane.

Tramway No. 1D. A tramway or passing place two chains in length, wholly in the township of Wavertree, commencing and terminating by junctions with tramway No. 1 in High Street, Wavertree, and being opposite to the end of Prince Alfred Road.

Tramway No. 1E. A tramway six chains in length, situate in the township of Wavertree, commencing by a junction with tramway No. 1 in High Street, Wavertree, at a point one chain or thereabouts east of Waterloo Street, and passing thence along High Street into and terminating in Church Road at the point herein-before described as the termination of tramway No. 1.

7. The rails of the tramways shall be such as the Board of Trade may approve, and the Promoters shall at all times maintain and keep such rails in good condition and repair, and if the Promoters at any time fail to comply with this provision or with any of the requirements of section twenty-eight of the Tramways Act, 1870, they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by section fifty-six of the said Act is provided.

Rails of tramways.
Penalty for not maintaining rails and road in good condition.

8. Where, in any road in which a double line of tramway is laid, there is less width between the outside of the footpath on either side of the street or road and the nearest rail of the tramway than nine feet six inches, the Promoters shall and they are hereby required to construct a passing place or passing places connecting the one tramway with the other, and by means of such passing place or passing places the traffic shall, when necessary, be diverted from one tramway to the other.

Passing places to be constructed where less than a certain width left between footway and tramway.

9. The Promoters may from time to time hereafter make, either temporarily or permanently, all such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters, or their lessees or licensees: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail

Additional crossings, &c. may be made where necessary.

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and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid, by writing under his hand, addressed to the Promoters, express his objection thereto.

Temporary tramways may be made when necessary.

10. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it is, in the opinion of the Promoters, necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may construct in the same or any adjacent road, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

Application of road materials excavated in construction of works.

11. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under their jurisdiction or control shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit.

Tramways not to be opened until certified by Board of Trade.

12. No part of the tramways shall be opened for public traffic until the same has been inspected and certified to be fit for such traffic in accordance with the Tramways Act, 1870, and the Board of Trade have, by an order signed by the secretary or an assistant secretary of the said Board, authorised the same to be opened for such traffic.

Traffic upon Tramways.

Traffic upon tramways.

13. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Heavy traffic between 8 a.m. and 8 p.m.

14. No animals, goods, minerals, or parcels, other than passengers luggage not exceeding fifty-six pounds in weight, shall be conveyed on the tramways between the hours of eight in the morning and eight in the evening without the previous consent of the Local Board.

Lessees not bound to carry goods.

15. The lessees shall not be bound to carry, unless they think fit, any animals, goods, minerals, or parcels, other than passengers luggage not exceeding twenty-eight pounds in weight.

Provisions as to carriage of goods, &c. in separate carriages.

16. In case the lessees carry animals, goods, minerals, or parcels, they may, and when required by the Local Board shall, carry the same in separate carriages or separate parts of carriages set apart for that purpose, provided that this shall not apply to the carriage of passengers luggage.

Railway carriages not to be used.

17. Carriages or trucks adapted for ordinary use upon railways shall not be used upon the tramways.

Use of tramways for sanitary purposes.

18. The Local Board, and any other local authority with the previous consent of the Local Board, may, at such times and in such manner as they shall think fit (but subject to the reasonable byelaws for the time being in force with respect to the tramways), use the tramways for sanitary purposes, and for the conveyance of scavenging stuff, road metal, and other materials required for the works of the Local Board, free of all tolls and charges in respect of such use.

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Tolls.

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19. The tolls and charges authorised by this Order to be demanded and taken are as follows; viz.,

Waverley.
Tolls and charges.

For every passenger travelling upon any of the tramways, or any part thereof, any tolls or charges not exceeding for any distance the sum of threepence inside and twopence outside for each single journey of such passenger, whether with or without change of carriage :

For all animals, goods, minerals, and parcels conveyed upon the tramways, any tolls or charges not exceeding for any distance the tolls and charges specified in the Schedule to this Order annexed, subject to the regulations in that behalf therein contained.

Such tolls or charges shall include all tolls and charges which may be taken or made for the use of the tramways, carriages, waggons, or trucks, and for motive power, and every other expense incidental to such conveyance.

20. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Passengers luggage.

21. Every lease of the tramways granted by the Promoters shall imply a condition of re-entry, if the lessees at any time during the continuance of the demise do not run carriages each way every morning in the week, and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours as the Promoters think most convenient for artisans, mechanics, and daily labourers, at tolls or charges not exceeding for any distance one penny: Provided always, that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages the said Board shall have power to fix and regulate the same from time to time.

Cheap fares for labouring classes.

22. The tolls and charges by this Order authorised shall be paid in advance or otherwise to such persons, and at such places upon or near to the tramways, and in such manner and under such regulations as the persons entitled to demand such tolls and [charges may by notice to be annexed to the list of tolls and charges appoint.

Payment of tolls.

Opening of Tramways to the Public.

23. The Promoters may from time to time by resolution declare the tramways, or any part thereof, to be open to be used by the public, and for such periods as the Promoters think fit, and such user may be either concurrently with the lessees or otherwise; and so soon as the Promoters have passed such resolution any person or persons may use the tramways, or any part thereof, with carriages having flange wheels or other wheels suitable only to run on the rail of the tramways, and may demand and take for the like purposes for which tolls or charges are authorised to be taken by this Order any tolls or charges not exceeding the tolls or charges by this Order authorised to be taken or made for such purposes.

As to user of tramways and tolls thereon when open to be used by the public.

24. If the tramways, or any part thereof, be declared to be open to be used by the public, the Promoters may demand and take from the person or persons

Tolls if tramways open to be used by the public.

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Waverley.

For every passenger travelling in or upon any of the carriages of such person or persons, any tolls or charges not exceeding for any distance three half-pence inside and one penny outside for each single journey of such passenger whether with or without change of carriage:

For any animals, goods, minerals, and parcels conveyed in or upon the carriages of such person or persons, any tolls or charges not exceeding one half of the tolls or charges specified in the Schedule to this Order annexed in respect of such animals, goods, minerals, and parcels so conveyed, subject to the regulations in that behalf in the said schedule contained:

And the Promoters may, if they think fit, so commute such tolls or charges that the commuted sum may be as near as possible an equivalent of such tolls or charges.

Servants of the Promoters to ride in carriages, &c. free of charge.

25. The person or persons so using the tramways, or any part thereof, declared to be open to be used by the public, and their officers and servants, shall permit the person duly authorised for that purpose by the Promoters to ride free of charge for the whole or any part of the journey in or upon each carriage, waggon, truck, or vehicle in or upon which any passengers, animals, goods, minerals, or parcels are conveyed by such person or persons upon the tramways, or such part thereof.

Certain provisions of the Tramways Act, 1870, as to licensees extended to persons using the tramways when open to be used by the public.

26. The provisions contained in the following sections of the Tramways Act, 1870, namely,

Section 36. (In default of payment of tolls, licensee's carriages may be detained and sold);

Section 37. (Licensees to give account of passengers carried by them);

Section 38. (Licensees not giving account of passengers carried liable to penalty);

Section 39. (Disputes as to amount of tolls to be settled by justices); and

Section 40. (Owners of carriages liable for damages done by their servants); shall, so far as the same are applicable in this behalf, extend and apply, mutatis mutandis, to the person or persons so using the tramways, or any part thereof, declared to be open to be used by the public; and in construing those sections for the purposes aforesaid—

The expression "licensee" or "licensees" shall mean the person or persons so using the tramways, or any part thereof;

The expression "passengers" shall include animals, goods, minerals, and parcels;

The expression "number of passengers" shall include the number or quantity (as the case may require) of the animals, goods, minerals, or parcels conveyed; and

The expression "carriage" shall include any waggon, truck, or vehicle in or upon which such animals, goods, minerals, or parcels are conveyed.

Miscellaneous.

Provisions as to arbitration.

27. Where under the provisions of the Tramways Act, 1870, in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of the Common Law

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Procedure Act, 1854, shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

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28. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (that is to say,)

Notices.

(1.) Every notice shall be in writing or print, or partly in writing and partly in print, and, if given by any local authority or any road authority, shall be signed by their clerk or secretary :

(2.) Any notice to be delivered by or to the Promoters to or by any local authority, or any road authority, or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary, at their principal office.

29. The Promoters may cause to be removed from the tramways any carriage or horse which is certified by an officer, to be appointed by the Promoters, to be unfit for use upon the tramways: Provided that every certificate made by the said officer to the Promoters shall be in writing, and shall state fully the particulars in which, in the opinion of the said officer, the carriage or horse (as the case may be) is unfit for use; and notice of every such certificate, setting forth the particulars contained in the said certificate, shall be served upon the lessee or other person owning or using such carriage or horse prior to any action being taken thereon by the Promoters: Provided further, that if any dispute arise between the Promoters and such lessee or other person as to the fitness or unfitness of any such carriage or horse the same shall be settled by two justices.

Carriages or horses unfit for use may be removed.

30. The Local Board may, under and according to the provisions contained in section twenty of the Tramways Act, 1870, borrow for the purpose of this Order any sum or sums of money not exceeding in the whole the sum of twenty thousand pounds, in addition to any sum or sums of money they are already authorised to borrow, and the time for which such sum of twenty thousand pounds may be borrowed shall be thirty years; and for the purpose of such borrowing the Local Board may include in any mortgage of their general district rates the rents reserved under any lease, and the tolls, charges, and sums authorised to be taken or received by them under the provisions of this Order.

The Local Board may borrow 20,000*l.* to be repaid in 30 years.

31. In constructing the tramways No. 1 and No. 1 A. respectively across the London and North-western Railway the Promoters shall not alter or interfere with the structure of the bridge which carries the Wavertree Road near Edge Hill over that railway or of the approaches thereto, and they shall so construct and maintain those tramways as not to injuriously affect the stability of the said bridge and approaches, and in the event of any injury being occasioned to the said bridge and approaches, or any part or parts thereof respectively, by the construction of those tramways on or over the same (whether such injury occur either during or after construction or in effecting the maintenance of those tramways), the London and North-western Railway Company may, at the expense of the Promoters, restore the said bridge and approaches, or the part or

Protecting works of the London and North-western Railway Company.

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Wavertree.

Power to enter into agreements with respect to traffic, &c.

32. Any person using the tramways under the authority of this Order on the one hand, and any other person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such other person any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic.

Saving for general Acts.

33. Notwithstanding anything contained in this Order, the Promoters and any persons using any tramways to which the same applies shall be subject and liable to the provisions of any general Act, which may hereafter be passed during this or any future session of Parliament, relating to the tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, and to any future revision or alteration, under the authority of Parliament, of the maximum rates of tolls or charges authorised by this Order, and to any condition, regulation, or restriction which may be imposed upon the use of tramways, or upon the use on tramways of animal power, by any such general Act as aforesaid.

SCHEDULE.

TOLLS AND CHARGES FOR THE CONVEYANCE OF ANIMALS, GOODS, &c.

Animals.

	s.	d.
For every horse, mule, or other beast of draught or burden	0	6
For every ox, cow, bull, or head of cattle	0	6
For every calf, pig, sheep, or other small animal	0	3

Goods.

For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fireclay, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton	0	3
For all iron, iron ore, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, bricks, slag, and stone, stones for building, pitching, and paving, tiles, slates, and clay (except fireclay), and for wrought iron, not otherwise specially classed herein, and for heavy iron castings, including railway chairs, per ton	0	3

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	s.	d.	A.D. 1878.
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton - - - - -	0	4	<u>Wavertree.</u>
For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton -	0	4	
For every carriage, of whatever description, not weighing more than one ton, tenpence, and the additional sum of twopence for every additional quarter of a ton above one ton.			

Single Articles of Great Weight.

For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall not exceed four tons, per ton - - - - -	0	8	
For the carriage of any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, exceeds four tons, such sum as the persons or person conveying the same may think fit.			

Parcels.

For any parcel not exceeding seven pounds in weight - - - - -	0	3	
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight - - - - -	0	5	
For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight - - - - -	0	7	
For any parcel exceeding twenty-eight pounds and not exceeding fifty-six pounds in weight - - - - -	0	9	
For any parcel exceeding fifty-six pounds in weight, such sum as the persons or person conveying the same may think fit.			

Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

Regulations as to Tolls.

For a fraction of a ton tolls and charges may be demanded and taken according to the numbers of the quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

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West Derby.

WEST DERBY LOCAL BOARD TRAMWAYS.

Order authorising the Local Board of West Derby to lay down, construct, and maintain Tramways within the district of West Derby in the county of Lancaster.

Short title.

1. This Order may be cited as the West Derby Local Board Tramways Order, 1878.

Incorporation of Acts.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking,) and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

In this Order—

The expression "the Local Board" shall mean the Local Board of West Derby in the county of Lancaster:

The expression "the district" shall mean the district of the Local Board:

The term "person" shall include any corporation.

Promoters.

The Promoters.

4. The Local Board shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by agreement.

5. The Promoters may, by agreement, from time to time purchase and acquire such lands as may be necessary for the undertaking, provided that they shall not at any time hold more than five acres of land under the authority of this Order.

Construction of Tramways.

Construction of tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order, the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof.

The tramways authorised by this Order are,—

Tramway No. 1, two miles two furlongs and one chain in length, commencing at the boundary between the borough of Liverpool and the district of West Derby, in West Derby Road, in the township of West Derby and

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parish of Walton-on-the-Hill, passing thence along West Derby Road into and along Rocky Lane in the township and parish of Walton-on-the-Hill, thence into and along West Derby Road and Mill Bank, and terminating at the east end of Mill Lane, all in the township of West Derby and parish of Walton-on-the-Hill:

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West Derby.

The centre line of tramway No. 1 will at its commencement coincide with the imaginary centre line of street, and will gradually diverge from the imaginary centre line for a length of one chain until it reaches the distance of four feet from the imaginary centre line on the north side thereof, and will so continue to a point opposite the end of Green Lane on its western side, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line with which it will coincide for a further length of eight chains, and will thence again for a length of one chain gradually diverge until it reaches a distance of four feet from and on the northerly side of the imaginary centre line, whence it will so continue to a point opposite the end of Sandy Lane, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line with which it will coincide for a further length of nine and a half chains, and will thence again for a length of one chain gradually diverge until it reaches a distance of four feet from and on the northerly side of the imaginary centre line, and will thence again for a length of one chain gradually approach until it reaches the imaginary centre line with which it will coincide to a point opposite the end of Lark Hill Lane, and will thence for a further length of one chain gradually diverge until it reaches a distance of four feet from and on the north-eastwardly side of the imaginary centre line, whence it will so continue until it reaches a point one and a half chains from the corner of Moss Lane, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line with which it will coincide until it reaches a point opposite the eastern boundary wall of St. James' Church, and will thence for a further length of one chain gradually diverge until it reaches a distance of four feet from and on the north-westwardly side of the imaginary centre line, whence it will so continue until it reaches a point opposite the eastwardly side of Crosby Green, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line with which it will coincide for a further length of eleven chains, and will thence for a further length of one chain gradually diverge until it reaches a distance of four feet from and on the north-westwardly side of the imaginary centre line, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line of Mill Lane at its eastern termination, along which it will continue for a further length of one chain:

Tramway No 1A., one mile one furlong and two chains in length, commencing at the boundary between the borough of Liverpool and the district of West Derby, in West Derby Road, in the township of West Derby and parish of Walton-on-the-Hill, passing thence along West Derby Road into and along Rocky Lane in the township and parish of Walton-on-the-Hill, thence into and along West Derby Road, and terminating by a junction with tramway No. 1 opposite the eastern side of Green Lane:

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The centre line of tramway No. 1A. will at its commencement coincide with the imaginary centre line of street and will gradually diverge from the imaginary centre line for a length of one chain until it reaches the distance of four feet from the imaginary centre line on the south side thereof, and will so continue to a point opposite the end of Green Lane on its western side, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line at its termination by junction with tramway No. 1 :

Tramway No. 1B., one furlong three and a half chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1 eight chains to the east of Green Lane and termination of tramway No. 1A. in West Derby Road, and passing along the said road and terminating by a junction with tramway No. 1 opposite the end of Bankfield Road in Mill Bank :

The centre line of tramway No. 1B. will at its commencement coincide with the imaginary centre line of street and will gradually diverge from the imaginary centre line for a length of one chain until it reaches the distance of four feet from the imaginary centre line on the south side thereof and will so continue to a point opposite the end of Bankfield Road, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line at its termination by junction with tramway No. 1 :

Tramway No. 1C., a passing-place, two chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing and terminating by junction with tramway No. 1 in Mill Bank aforesaid at points respectively nine and a half chains and eleven and a half chains east of the end of Bankfield Road :

The centre line of tramway No. 1C. will at each end thereof coincide with the imaginary centre line of street and will at its centre be at a distance of four feet from and on the southwardly side of the imaginary centre line :

Tramway No. 1D., a passing-place, six and a half chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1 in Mill Bank opposite the end of Lark Hill Lane, and passing along Mill Bank and Mill Lane, and terminating by junction with tramway No. 1 at a point two and a half chains from the corner of Moss Lane :

The centre line of tramway No. 1D. will coincide with the imaginary centre line of street at its commencement and will gradually diverge from the imaginary centre line for a length of one chain until it reaches the distance of four feet on the south-west side thereof, and will so continue to a point one and a half chains from the corner of Moss Lane, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line at its termination by junction with tramway No. 1 :

Tramway No. 1E., one furlong six and a quarter chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1 opposite the eastern boundary wall of St. James' Church, passing along Mill Lane, and terminating by junction with tramway No. 1 at a point one chain to the east of Crosby Green :

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The centre line of tramway No. 1E. will at its commencement coincide with the imaginary centre line of street and will gradually diverge from the imaginary centre line for a length of one chain until it reaches the distance of four feet from the imaginary centre line on the south-east side thereof, and will so continue to a point opposite the eastern side of Crosby Green, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line at its termination by junction with tramway No. 1:

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Tramway No 1F., a passing-place, two chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing and terminating by junction with tramway No. 1 at points respectively three and one chains west of its final termination in Mill Lane, West Derby Village:

The centre line of tramway No. 1F. will at each end thereof coincide with the imaginary centre line of the street, and will at its centre be at a distance of four feet from and on the southwardly side of the imaginary centre line:

Tramway No. 2, six furlongs and six and three quarter chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1 in West Derby Road half a chain westward of the western side of Green Lane, and passing into and along Green Lane aforesaid into Prescott Road, and terminating by a junction with tramway No. 4 in Prescott Road at a point opposite the eastern side of Goschen Street:

The centre line of tramway No. 2 will at its commencement be at the distance of four feet from and to the north side of the imaginary centre line in West Derby Road, and will pass thence in a curved line to the distance of four feet from and to the east side of the imaginary centre line of Green Lane, and thence until it reaches a point three chains from the north-west corner of Green Lane at a distance of four feet from and to the east of the imaginary centre line, thence for a further length of one chain will gradually approach until it reaches the imaginary centre line, thence the centre line of the tramway will coincide with the imaginary centre line of the street until it reaches a point opposite the entrance to the store yard of the Local Board of West Derby, when the centre line will diverge for a length of one chain until it reaches a distance of four feet from and to the east of the imaginary centre line, thence at that distance for a further length of one chain, thence it will gradually approach for a length of one chain until it reaches and coincides with the imaginary centre line, thence for a further length of three chains until it reaches a point opposite the northern side of Russian Drive, thence for a length of one chain it will gradually diverge until it reaches a distance of four feet from and to the eastward of the imaginary centre line, thence for a length of one chain it will gradually approach until it reaches and coincides with the imaginary centre line, thence along the said imaginary centre line until it reaches a point one chain north of Sandstone Road, thence it gradually diverges for a length of one chain

[**Oh. ccxxxi.**] *Tramways Orders Confirmation* [41 & 42 VICT.]
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until it reaches a distance of four feet from and to the eastward of the imaginary centre line, thence for a length of one chain it gradually approaches until it reaches and coincides with the imaginary centre line, thence along the said imaginary centre line until it reaches a point two chains from the west corner of Green Lane and Prescott Road, thence for a length of one chain it will gradually diverge until it reaches a distance of four feet from and to the east of the imaginary centre line, and thence by a curved line to its termination at its junction with tramway No. 4A. at a distance of four feet from and to the south of the imaginary centre line in Prescott Road :

Tramway No. 2A., five chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1A. in West Derby Road half a chain to the westward of the western side of Green Lane, passing into and along Green Lane, and terminating by a junction with tramway No. 2 at a point four chains from the corner of Green Lane and West Derby Road :

The centre line of tramway No. 2A. will at its commencement be at the distance of four feet from and to the south side of the imaginary centre line in West Derby Road, and will pass thence in a curved line to the distance of four feet from and to the west side of the imaginary centre line of Green Lane, and thence until it reaches a point three chains from the north-west corner of Green Lane at a distance of four feet from and to the west side of the imaginary centre line, thence for a further length of one chain will gradually approach until it reaches the imaginary centre line at its termination by junction with tramway No. 2 :

Tramway No. 2B., one and a half chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1 in West Derby Road one and a half chains to the east of the north-west corner of Green Lane, passing into Green Lane by a curved line, and terminating by a junction with tramway No. 2 at a point one chain to the south of the imaginary centre line of West Derby Road :

The centre line of tramway No. 2B. will at its commencement coincide with the imaginary centre line of West Derby Road, and will gradually diverge until at its termination it will have reached a distance of four feet from and to the east of the imaginary centre line of Green Lane :

Tramway No. 2C., one and a half chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1 in West Derby Road one and a half chains to the east from the north-west corner of Green Lane, passing into Green Lane by a curved line, and terminating by a junction with tramway No. 2A. at a point one chain to the south of the imaginary centre line of West Derby Road :

The centre line of tramway No. 2C. will at its commencement coincide with the imaginary centre line of West Derby Road, and will gradually diverge until at its termination it will have reached a distance of four feet from and to the west of the imaginary centre line of Green Lane :

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Tramway No. 2D., a passing-place, three chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 2 in Green Lane, opposite the entrance to the storeyard of the Local Board of West Derby, passing along the said road, and terminating by a junction with tramway No. 2 at a point opposite the end of Sutton Street:

The centre line of tramway No. 2D. will at its commencement coincide with the imaginary centre line of Green Lane at that point, and will gradually diverge from the imaginary centre line of Green Lane for a length of one chain until it reaches the distance of four feet from and to the west of the imaginary centre line, and will so continue for a further length of one chain, and thence will gradually approach for a further length of one chain until it reaches and coincides with the imaginary centre line at its termination by a junction with tramway No. 2:

Tramway No. 2E., a passing-place, two chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point at tramway No. 2 in Green Lane, opposite Brainerd Street, passing along the said road, and terminating by a junction with tramway No. 2 at a point one and a half chains south of the line of kerbstones on the south side of Russian Drive:

The centre line of tramway No. 2E. will at its commencement coincide with the imaginary centre line of Green Lane at that point, and will gradually diverge from the imaginary centre line for a length of one chain until it reaches the distance of four feet from and to the west of the imaginary centre line, and thence will gradually approach for a further length of one chain until it reaches and coincides with the imaginary centre line at its termination by junction with tramway No. 2:

Tramway No. 2F., a passing-place, two chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 2 in Green Lane one chain to the north of the centre line of Sandstone Road, passing along the said road, and terminating by a junction with tramway No. 2 at a point one chain to the south of the centre line of Sandstone Road:

The centre line of tramway No. 2F. will at its commencement coincide with the imaginary centre line of Green Lane at that point, and will gradually diverge from the imaginary centre line for a length of one chain until it reaches the distance of four feet from and to the west of the imaginary centre line, and thence will gradually approach for a further length of one chain until it reaches and coincides with the imaginary centre line at its termination by junction with tramway No. 2:

Tramway No. 2G., three chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 2 in Green Lane two chains from the north-west corner of Green Lane and Prescott Road, along Green Lane into Prescott Road, and terminating by a junction with tramway No. 4 in Prescott Road at a point opposite the eastern side of Goschen Street:

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The centre line of tramway No. 2G. will at its commencement coincide with the imaginary centre line of Green Lane at that point, thence for a length of one chain it will gradually diverge until it reaches a distance of four feet from and to the west of the imaginary centre line, and thence by a curved line to its termination at its junction with tramway No. 4 at a distance of four feet from and to the north of the imaginary centre line of Prescott Road:

Tramway No. 2H., two chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 2 in Green Lane one chain from centre line of Prescott Road, passing into Prescott Road in a curved line, and terminating by a junction with tramway No. 4 in Prescott Road at a point one chain from the north-eastern corner of Bibby Street:

The centre line of tramway No. 2H. will at its commencement be at a distance of four feet from and to the east of the imaginary centre line of Green Lane at that point, and thence by a curved line to its termination at its junction with tramway No. 4 at a distance of four feet from and to the north of the imaginary centre line of Prescott Road:

Tramway No. 2I., two chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 2G. in Green Lane one chain from the centre line of Prescott Road, passing into Prescott Road in a curved line, and terminating by a junction with tramway No. 4A. in Prescott Road at a point one chain from the north-eastern corner of Bibby Street:

The centre line of tramway No. 2I. will at its commencement be at a distance of four feet from and to the west of the imaginary centre line of Green Lane at that point, and thence by a curved line to its termination at its junction with tramway No. 4A. at a distance of four feet from and to the south of the imaginary centre line of Prescott Road:

Tramway No. 3, six furlongs six and three quarter chains in length, wholly in the township of West Derby and parish of Walton on-the-Hill, commencing at a point on tramway No. 1 in West Derby Road half a chain westward of the western side of Green Lane, and passing into and along Green Lane aforesaid into Prescott Road, and terminating by a junction with tramway No. 4A. in Prescott Road at a point opposite the eastern side of Goschen Street:

The centre line of tramway No. 3 will at its commencement be at the distance of four feet from and to the north side of the imaginary centre line in West Derby Road, and will pass thence in a curved line to the distance of four feet from and to the east side of the imaginary centre line of Green Lane, at which said distance of four feet from and to the east side of the said imaginary centre line it will continue during the whole length of Green Lane until it reaches a point one chain from the west corner of Green Lane and Prescott Road, and thence by a curved line to its termination at its junction with tramway No. 4A. at a distance of four feet from and to the south of the imaginary centre line of Prescott Road:

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Tramway No. 3A., six furlongs six and three quarter chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1A. in West Derby Road half a chain westward of the western side of Green Lane, and passing into and along Green Lane aforesaid into Prescott Road, and terminating by a junction with tramway No. 4 in Prescott Road at a point opposite the eastern side of Goschen Street :

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The centre line of tramway No. 3A. will at its commencement be at a distance of four feet from and to the south side of the imaginary centre line in West Derby Road, and will pass thence in a curved line to the distance of four feet from and to the west side of the imaginary centre line of Green Lane, at which said distance of four feet from and to the west side of the said imaginary centre line it will continue during the whole length of Green Lane until it reaches a point one chain from the west corner of Green Lane and Prescott Road, and thence by a curved line to its termination at its junction with tramway No. 4 at a distance of four feet from and to the north of the imaginary centre line of Prescott Road :

Tramway No. 3B., one and a half chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1 in West Derby Road one and a half chains to the east from the north-west corner of Green Lane, passing into Green Lane by a curved line, and terminating by a junction with tramway No. 3 at a point one chain to the south of the imaginary centre line of West Derby Road :

The centre line of tramway No. 3B. will at its commencement coincide with the imaginary centre line of West Derby Road, and will gradually diverge until at its termination it will have reached a distance of four feet from and to the east of the imaginary centre line of Green Lane :

Tramway No. 3C., one and a half chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 1 in West Derby Road one and a half chains to the east from the north-west corner of Green Lane, passing into Green Lane by a curved line, and terminating by a junction with tramway No. 3A. at a point one chain to the south of the imaginary centre line of West Derby Road :

The centre line of tramway No. 3C. will at its commencement coincide with the imaginary centre line of West Derby Road, and will gradually diverge until at its termination it will have reached a distance of four feet from and to the west of the imaginary centre line of Green Lane :

Tramway No. 3D., two chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 3 in Green Lane one chain from the centre line of Prescott Road, passing into Prescott Road in a curved line, and terminating by a junction with tramway No. 4 in Prescott Road at a point one chain from the north-eastern corner of Bibby Street :

The centre line of tramway No. 3D. will at its commencement be at a distance of four feet from and to the east of the imaginary centre line of

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West Derby.

Green Lane at that point, and thence by a curved line to its termination at its junction with tramway No. 4 at a distance of four feet from and to the north of the imaginary centre line of Prescott Road:

Tramway No. 3E, two chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at a point on tramway No. 3A. in Green Lane one chain from the centre line of Prescott Road, passing into Prescott Road in a curved line, and terminating by a junction with tramway No. 4A. in Prescott Road at a point one chain from the north-eastern corner of Bibby Street:

The centre line of tramway No. 3E. will at its commencement be at a distance of four feet from and to the west of the imaginary centre line of Green Lane at that point, and thence by a curved line to its termination at its junction with tramway No. 4A. at a distance of four feet from and to the south of the imaginary centre line of Prescott Road:

Tramway No. 4, one mile three furlongs and four chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at the boundary between the borough of Liverpool and the district of West Derby in Kensington, and passing thence along Kensington into and along Prescott Road, and terminating therein at a point one chain and a half to the east of the eastwardly side of Broad Green Road:

The centre line of tramway No. 4 will be at its commencement on the north side of and at a distance of four feet and a half from the imaginary centre line of street, and will gradually approach during the length of one chain until it reaches a distance of four feet from the imaginary centre line, and from thence it will continue to be throughout on the north side of and at a distance of four feet from the imaginary centre line until it reaches a point two chains from its termination, whence for a length of one chain it will gradually approach until it reaches the imaginary centre line, along which it will continue for a further length of one chain:

Tramway No. 4A., one mile three furlongs and three chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing at the boundary between the borough of Liverpool and the district of West Derby in Kensington, and passing thence along Kensington into and along Prescott Road, and terminating therein at a point half a chain to the east of the eastwardly side of Broad Green Road by junction with tramway No. 4:

The centre line of tramway No. 4A. will be at its commencement on the south side of and at a distance of four and a half feet from the imaginary centre line of street, and will gradually approach during a length of one chain until it reaches a distance of four feet from the imaginary centre line, and from thence it will continue to be throughout on the south side of and at a distance of four feet from the imaginary centre line until it reaches a point one chain from its termination, whence for a length of one chain it will gradually approach until it reaches the imaginary centre line at its termination by junction with tramway No. 4:]

The said tramways Nos. 1 and 1A. will be situate partly in the township of West Derby and partly in the township of Walton-on-the-Hill and wholly

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in the district of West Derby and parish of Walton-on-the-Hill in the county of Lancaster :

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West Derby.

All the remaining said tramways will be situate wholly in the district and the township of West Derby in the parish of Walton-on-the-Hill aforesaid : Each of the tramways will consist of a single pair of rails on a gauge of four feet eight and a half inches :

None of the tramways will be so laid as that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene on either side of the street and the nearest rail of the tramway, except in the following instances :

Tramway No. 1 is proposed to be so laid in West Derby Road, from Martin Street to Lombard Street, and one chain from the east side of Gardner Road to Sandy Lane, that there will be a less space than nine feet six inches between the outside of the footpath on the north side of the street and the nearest rail of the tramway. In Mill Bank from Bankfield Road to Larkhill Lane there will be a less space than nine feet six inches between the outside of the footpath on both sides of the street and the nearest rail of the tramway. Between Larkhill Lane and the corner of Mill Lane, for a length of one and a half chains, there will be a less space than nine feet six inches between the outside of the footpath on the east side of the street and the nearest rail of the tramway. In Mill Lane, from the eastern boundary wall of St. James' Church to a point one chain to the east of Crosby Green, there will be a less space than nine feet six inches between the outside of the footpath on the northern side of the street and the nearest rail of the tramway, and from Hayman's Green, for a length of five chains, there will be a less space than nine feet six inches between the outside of the footpath on both sides of the street and the nearest rail of the tramway :

Tramway No. 1A. is proposed to be so laid in West Derby Road, from Martin Street to Lombard Street, that there will be a less space than nine feet six inches between the outside of the footpath on the south side of the street and the nearest rail of the tramway :

Tramway No. 1B. is proposed to be so laid throughout its length that there will be a less space than nine feet six inches between the outside of the footpath on the south side of the street and the nearest rail of the tramway :

Tramway or passing-place No. 1C. is proposed to be so laid for a length of one chain that there will be a less space than nine feet six inches between the outside of the footpath on the south side of the street and the nearest rail of the tramway :

Tramway No. 1D. is proposed to be so laid that for a length of one and a half chains between Larkhill Lane and corner of Mill Lane there will be a less space than nine feet six inches between the outside of the footpath on the west side of the street and the nearest rail of the tramway :

Tramway No. 1E. is proposed to be so laid throughout its entire length that there will be a less space than nine feet six inches between the outside of the footpath on the south side of the street and the nearest rail of the tramway :

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West Derby.

Tramway No. 2 is proposed to be so laid in Green Lane between the end of tramway No. 2A. and the entrance to the storeyard of the Local Board of West Derby, and from the north side of Moscow Drive to a point one chain south of Etna Street, that there will be a less space than nine feet six inches between the outside of the footpath on each side of the street and the nearest rail of the tramway :

Tramway or passing-place No. 2F. is proposed to be so constructed for one and three quarter chains of its length that there will be a less space than nine feet six inches between the outside of the footpath on the west side of the street and the nearest rail of the tramway or passing-place :

Tramway No. 4 is proposed to be so laid in Prescott Road, between Greenfield Road and Derby Lane, that there will be a less space than nine feet six inches between the outside of the footpath on the north side of the street and the nearest rail of the tramway :

Tramway No. 4A. is proposed to be so laid in Prescott Road, between Greenfield Road and Derby Lane, that there will be a less space than nine feet six inches between the outside of the footpath on the south side of the street and the nearest rail of the tramway :

In case the Promoters are authorised by an Act passed in the present session of Parliament to widen Green Lane sufficiently for the purposes of the tramways 3 to 3E. (both inclusive), they shall not construct the tramways 2 to 2I. (both inclusive), and in such event the time within which the said tramways 3 to 3E. (both inclusive) shall be completed and opened for public traffic, and the time within which the works of such tramways shall be substantially commenced, shall be four years and two years respectively from the passing of the Act confirming this Order ; but in no case shall the Promoters construct the said tramways 3 to 3E. (both inclusive) until Green Lane has been so widened.

For protection
of London
and North-
western Rail-
way Company.

7. The Promoters shall so construct and maintain the tramways No. 4 and No. 4A. in the Prescott Road, where such road is carried by means of a bridge over the Edgehill and Booke branch railway of the London and North-western Railway Company as not to injuriously affect the said bridge, or the approaches thereto, and in the event of any injury being occasioned to such bridge and approaches, or any part or parts thereof respectively, by the construction of those tramways on or over the same, whether such injury occur either during or after the construction of or in maintaining those tramways, that company may, at the expense of the Promoters, restore such bridge and approaches, or the part or parts which may be injured, to as good a state and condition as they were in before such injury was occasioned, and the Promoters shall recoup to and indemnify that company against all sums, costs, and expenses which they may pay or be put to in restoring such bridge and approaches in manner aforesaid, and in maintaining and repairing (in case of default by the Promoters) of so much of the road over the said bridge and approaches as the Promoters are liable to maintain and repair under the twenty-eighth section of the Tramways Act, 1870, and that company may recover from the Promoters all such sums, costs, and expenses, together with full costs and charges, in like manner as any simple contract debt.

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8. The rails of the tramways shall be such as the Board of Trade may approve, and the Promoters shall at all times maintain and keep in good condition and repair the rails of which any of the tramways for the time being consist, and if the Promoters at any time fail to comply with this provision, or with any of the requirements of section twenty-eight of the Tramways Act, 1870, they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by section fifty-six of the said Act is provided.

A.D. 1878.

West Derby.
Rails of tramways and penalty for not maintaining rails and road in good condition.

9. Where in any road in which a double line of tramway is laid there is less width between the outside of the footpath on either side of the street or road and the nearest rail of the tramway than nine feet six inches, the Promoters shall and they are hereby required to construct a passing-place or passing-places connecting the one tramway with the other, and by means of such passing-place or passing-places the traffic shall, when necessary, be diverted from one tramway to the other.

Passing-places to be constructed where less than a certain width left between footway and tramway.

10. The Promoters may from time to time hereafter make all such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters, or their lessees or licensees: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road if any owner or occupier of premises abutting on the place where such rail is proposed to be laid, by writing under his hand, addressed to the Promoters, express his objection thereto.

Additional crossings, &c. may be made where necessary.

11. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it is, in the opinion of the Promoters, necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may construct in the same or any adjacent road, and may maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

Temporary tramways may be made when necessary.

12. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under their jurisdiction or control shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit.

Application of road materials excavated in construction of Promoters works.

13. No part of the tramways shall be opened for public traffic until the same has been inspected and certified to be fit for such traffic in accordance with the Tramways Act, 1870, and the Board of Trade have, by an order, signed by the secretary or an assistant secretary of the said Board, authorised the same to be opened for such traffic.

Tramways not to be opened until certified by Board of Trade.

Traffic upon Tramways.

14. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Traffic upon tramways.

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(No. 1) Act, 1878.

A.D. 1878.

West Derby.
Heavy traffic.

15. No animals, goods, minerals, or parcels, other than passengers and passengers luggage not exceeding fifty-six pounds in weight, shall be conveyed on the tramways between the hours of eight in the morning and eight in the evening without the previous consent of the Promoters.

Lessees not bound to carry goods.

16. The lessees shall not be bound to carry, unless they think fit, any animals, goods, minerals, or parcels, other than passengers luggage not exceeding twenty-eight pounds in weight.

Provision as to carriage of goods, &c. in separate carriages.

17. In case the lessees carry animals, goods, minerals, or parcels, they may, and when required by the Local Board shall, carry the same in separate carriages, or separate parts of carriages set apart for that purpose, provided that this provision shall not apply to the carriage of passengers luggage.

Railway carriages not to be used.

18. Carriages or trucks adapted for ordinary use upon railways shall not be used upon the tramways.

Promoters may use tramways for sanitary purposes.

19. The Promoters and any other local authority, with the previous consent of the Promoters, may at such times and in such manner as they think fit (but subject to the reasonable byelaws for the time being in force with respect to the tramways) use the tramways for sanitary purposes, and for the conveyance of scavenging stuff, road metal, and other materials required for the works of the Promoters, free of all tolls and charges in respect of such use.

Tolls.

Tolls and charges.

20. The tolls and charges authorised by this Order to be demanded and taken are as follows; viz.,

For every passenger travelling upon any of the tramways, or any part thereof, any tolls or charges not exceeding for any distance the sum of threepence inside and twopence outside for each single journey of such passenger, whether with or without change of carriage.

For all animals, goods, minerals, and parcels conveyed upon the tramways, any tolls not exceeding the tolls and charges specified in the Schedule to this Order annexed, subject to the regulations in that behalf therein contained.

Such tolls or charges shall include all tolls and charges which may be taken or made for the use of the tramways, carriages, waggons or trucks, and for motive power, and every other expense incidental to such conveyance.

Passengers luggage.

21. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, so carried as not to interfere with the space allowed for passengers, without any charge being made for the carriage thereof.

Cheap fares for labouring classes.

22. Every lease of the tramways granted by the Promoters shall imply a condition of re-entry if the lessees at any time during the continuance of the demise do not run carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours as the Promoters think most convenient for artisans, mechanics, and daily labourers, at tolls or charges not exceeding one halfpenny per mile (the lessees nevertheless not being required to take any toll or charge less than one penny): Provided always, that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running

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of such carriages the said Board shall have power to fix and regulate the same from time to time. A.D. 1878.

23. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner and under such regulations as the persons entitled to demand such tolls and charges may by notice to be annexed to the list of tolls and charges appoint. West Derby.
Payment of
tolls.

Opening of Tramways to the Public.

24. The Promoters may from time to time by resolution declare the tramways, or any part thereof, to be open to be used by the public, and for such periods as the Promoters think fit, and such user may be either concurrently with the lessees or otherwise; and so soon as the Promoters have passed such resolution, any person or persons may use the tramways, or any part thereof, with carriages having flange wheels or other wheels suitable only to run on the rail of the tramways, and may demand and take for the like purposes for which tolls or charges are authorised to be demanded and taken by this Order any tolls or charges not exceeding the tolls or charges by this Order authorised to be demanded and taken for such purposes. As to user of
tramways and
tolls thereon
when open
to be used by
the public.

25. If the tramways, or any part thereof, be declared to be open to be used by the public, the Promoters may demand and take from the person or persons so using the tramways, or any part thereof, the following tolls and charges in respect of such user; namely, Tolls if tram-
ways open to
be used by
the public.

For every passenger travelling in or upon any of the carriages of such person or persons, any tolls or charges not exceeding for any distance the sum of three halfpence inside and one penny outside for each single journey of such passenger, whether with or without change of carriage;

For any animals, goods, minerals, and parcels conveyed in or upon the carriages of such person or persons, any tolls or charges not exceeding one half of the tolls and charges specified in the Schedule to this Order annexed, in respect of such animals, goods, minerals, and parcels so conveyed, subject to the regulations in that behalf therein contained; and the Promoters may, if they think fit, so commute such tolls or charges that the commuted sum may be as near as possible an equivalent of such tolls or charges.

26. The person or persons so using the tramways, or any part thereof, declared to be open to be used by the public, and their officers and servants, shall permit the person duly authorised for that purpose by the Promoters to ride free of charge for the whole or any part of the journey in or upon each carriage in or upon which any passengers, animals, goods, minerals, or parcels are conveyed by such person or persons upon the tramways, or such part thereof. Servants of
the Promoters
to ride in car-
riage, &c. free
of charge.

27. The provisions contained in the following sections of the Tramways Act, 1870; namely, Certain pro-
visions of the
Tramways Act,
1870, as to
licensees
extended to
persons using
the tramways
when open to
be used by the
public.

Section 36. (In default of payment of tolls, licensee's carriages may be detained and sold);

Section 37. (Licensees to give account of passengers carried by them);

Section 38. (Licensees not giving account of passengers carried liable to penalty);

Section 39. (Disputes as to amount of tolls to be settled by justices); and

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—
West Derby.

Section 40. (Owners of carriages liable for damages done by their servants); shall, so far as the same are applicable in this behalf, extend and apply, mutatis mutandis, to the person or persons so using the tramways, or any part thereof, left open to be used by the public; and in construing those sections for the purposes aforesaid—

The expression "licensee," or "licensees," shall mean the person or persons so using the tramways, or any part thereof;

The expression "passengers" shall include animals, goods, minerals, and parcels;

The expression "number of passengers" shall include the number or quantity (as the case may require) of the animals, goods, minerals, or parcels conveyed; and

The expression "carriage" shall include any waggon, truck, or vehicle in or upon which such animals, goods, minerals, or parcels are conveyed.

Miscellaneous.

Carriages or horses unfit for use may be removed.

28. The Promoters may cause to be removed from the tramways any carriage or horse which is certified by an officer to be appointed by the Promoters to be unfit for use upon the tramways, provided that every certificate made by the said officer to the Promoters shall be in writing and shall state fully the particulars in which in the opinion of the said officer the carriage or horse (as the case may be) is unfit for use; and notice of every such certificate setting forth the particulars contained in the said certificate shall be served upon the lessee or other person owning or using the carriage or horse prior to any action being taken thereon by the Promoters: Provided further, that if any dispute arise between the Promoters and such person as to the fitness or unfitness of any such carriage or horse the same shall be settled by two justices.

Provisions as to arbitration.

29. Where under the provisions of the Tramways Act, 1870, in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of the Common Law Procedure Act, 1854, shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Form and delivery of notices.

30. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (that is to say,)

(1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by any local authority or any road authority shall be signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters to or by any local authority, or any road authority, or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary, at their principal office.

The Local Board may borrow 40,000*l.* to be repaid in 30 years.

31. The Local Board may, under and according to the provisions contained in section twenty of the Tramways Act, 1870, borrow for the purpose of this Order any sum or sums of money not exceeding in the whole the sum of forty thousand pounds, or such larger sum as the Board of Trade may sanction, in addition to any sum or sums of money they are already authorised to borrow,

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and the time for which such sum of forty thousand pounds may be borrowed shall be thirty years; and for the purpose of such borrowing the Local Board may include in any mortgage of their general district rate the rents reserved under any lease, and the tolls, charges, and sums authorised to be taken or received by them under the provisions of this Order.

A.D. 1878.
West Derby.

32. Any person using the tramways under the authority of this Order on the one hand, and any other person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such other person, any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic.

Power to enter into agreements with respect to traffic, &c.

33. Notwithstanding anything contained in this Order, the Promoters and any persons using any tramways to which the same applies shall be subject and liable to the provisions of any general Act, which may hereafter be passed during this or any future session of Parliament, relating to the tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, and to any future revision or alteration, under the authority of Parliament, of the maximum rates of tolls or charges authorised by this Order, and to any condition, regulation, or restriction which may be imposed upon the use of tramways, or upon the use on tramways of animal power, by any such general Act as aforesaid.

Saving for general Acts.

SCHEDULE.

TOLLS AND CHARGES FOR ANIMALS, GOODS, &c.

<i>Animals.</i>	Per Mile.	
	s.	d.
For every horse, mule, or other beast of draught or burden	0	3
For every ox, cow, bull, or head of cattle	0	3
For calves, pigs, sheep, and small animals	0	2
<i>Goods and Minerals.</i>		
For all coal, culm, cannel, limestone, chalk, lime, slates, clay, ironstone, undressed or scabbled stones for building, pitching, and paving, slag, stone, salt, sand, cinders, and all undressed materials for the repair of public roads, per ton	0	3
For all iron, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, wrought iron not otherwise specifically classed herein, and for heavy iron castings (including railway chairs), tiles, bricks, coke, charcoal, dung, manure, and compost, per ton	0	4
For all timber or wood, per ton	0	3
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, staves, deals, and metals (except iron), rails, anvils, vices, and chains, and for light iron castings, per ton	0	5
For all cotton, wools, drugs, manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton	0	6
For every carriage of whatever description	1	0

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Single Articles of Great Weight.

West Derby.

For any boiler, cylinder, or single piece of machinery, or single piece of timber, or stone, or other single article, the weight of which, including the carriage, exceeds four tons but does not exceed eight tons, any sum not exceeding three shillings per ton for any distance.

For any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, exceeds eight tons, any sum.

Small Parcels.

Any distance.
s. d.

For any parcel not exceeding in weight seven pounds	-	-	-	0	3
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight	-	-	-	0	5
For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight	-	-	-	0	7
For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight	-	-	-	0	9
For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight the persons or person conveying the same under the provisions of this Order may demand and take any sum they or he think proper.					

REGULATIONS AS TO TOLLS.

In respect of tolls and charges for animals, goods, and minerals conveyed for any less distance than three miles, tolls and charges may be demanded and taken as for three miles.

For a fraction of a mile beyond three miles, or beyond any greater number of miles, tolls and charges may be demanded and taken for animals, goods, and minerals for such fraction in proportion to the number of quarters of a mile contained therein, and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile :

For a fraction of a ton tolls and charges may be demanded and taken according to the numbers of the quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity :]

Provided always, that articles sent in large aggregate quantities, although made up of separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but such term shall apply only to single parcels in separate packages.

[41 & 42 VICT.] *Tramways Orders Confirmation* [Oh. ccxxxii.]
(No. 1) Act, 1878.

A.D. 1878.

WOLVERHAMPTON TRAMWAYS (EXTENSION).

Wolver-
hampton.

Order authorising the construction of a Tramway in the township of Bilston in the parish of Wolverhampton and also in the parish of Darlaston, all in the county of Stafford, and to amend the Wolverhampton Tramways Order, 1877.

1. This Order may be cited as the Wolverhampton Tramways (Extension) Order, 1878. Short title.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the promoters of the undertaking,) and of the Tramways Act, 1870, are hereby incorporated with this Order, except where the same are expressly varied by this Order. Incorporation
of Acts.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings. Interpretation.

Provided that the expression "the tramway" or "the undertaking" shall mean the tramway and works and undertaking by this Order authorised.

In this Order—

The expression "the Corporation" shall mean the Mayor, Aldermen, and Burgesses of the borough of Wolverhampton :

The expression "the Order of 1877" shall mean the Wolverhampton Tramways Order, 1877 :

The expression "the tramways of the Promoters" shall mean the tramways authorised by the Order of 1877, and the tramway authorised by this Order :

The term "person" shall include any corporation.

Promoters.

4. The Wolverhampton Tramways Company, Limited, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters." The Promoters.

5. The Promoters may, by agreement, from time to time purchase, take upon lease, or otherwise acquire such land as they may require for the purposes of the undertaking, and may from time to time sell or otherwise dispose of any lands so acquired which may not be necessary for such purposes ; provided that they shall not at any time hold under the authority of this Order more than three acres of land. Land by agree-
ment.

Construction of Tramway.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the Construction
tramway.

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A.D. 1878.

Wolverhampton.

purposes of this Order, the tramway herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith or for the purposes thereof, and may work and use the same.

The tramway authorised by this Order is—

A tramway, one mile nine chains and fifty links in length, commencing at or near the junction of Lichfield Street and Church Street, Bilston, by a junction with Tramway No. 3, authorised by the Wolverhampton Tramways Order, 1877, at its point of commencement, and passing thence along Church Street, Oxford Street, and Moxley Road, and terminating in Moxley Road, at or near the junction therewith of the roads leading respectively from Moxley to Darlaston and Wednesbury, at a point nine yards or thereabouts westward from the western face of the building situated at such junction, and between such roads.

The tramway herein-before described will pass or be made from, in, through, or into the several townships, parishes, or places following; (that is to say,) the township of Bilston in the parish of Wolverhampton, and the parish of Darlaston in the county of Stafford.

Provided always, that the said tramway shall, between its point of commencement herein-before described and a point six chains and fifty links from such point of commencement, be laid along the centre of the road.

Mode of formation of tramway.

7. The tramway shall be constructed with two grooved rails; provided that the Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out such improvements.

Penalty for not maintaining rails and road in good condition.

8. The Promoters shall at all times maintain and keep in good condition and repair the rails of which the tramway for the time being consists, and if the Promoters at any time fail to comply with this provision or with any of the requirements of section twenty-eight of the Tramways Act, 1870, they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by section fifty-six of the said Act is provided.

Tramway to be kept on a level with surface of road.

9. If any road authority hereafter alter the level of any road along or across which the tramway is laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Additional crossings, &c. may be made where necessary.

10. The Promoters may from time to time hereafter make all such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramway, subject to the approval of the road authority; provided that in the construction of any

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such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid, by writing under his hand, addressed to the Promoters, express his objection thereto.

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hampton.

11. Where, by reason of the execution of any work affecting the surface or soil of any road along which the tramway is laid, it is, in the opinion of the road authority, necessary or expedient temporarily to remove or discontinue the use of the tramway, or any part thereof, the Promoters may, subject to such conditions and in accordance in all respects with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and, with the like consent, subject to the like conditions, and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part thereof so removed or discontinued.

Temporary tramways may be made when necessary.

If any difference arises between the Promoters and any road authority with respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled in the manner specified in section thirty-three of the Tramways Act, 1870, for the settlement of the differences in the said section mentioned.

12. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of the road, and the maintenance for six months after completion of the tramway within the district of such road authority of so much of the roadway on either side of the tramway as the Promoters are by this Order required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority, or to such person or persons as he may appoint to receive the same: Provided that if within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by the Tramways Act, 1870, with respect to all differences between the Promoters and any road authority.

Application of road materials excavated in construction of Promoters works.

13. No part of the tramway shall be opened for public traffic until the same has been inspected and certified to be fit for such traffic, in accordance with the Tramways Act, 1870, and the Board of Trade have, by an order signed by the secretary or an assistant secretary of the said Board, authorised the same to be opened for such traffic.

Tramway not to be opened until certified by Board of Trade.

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Traffic upon Tramway.

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hampton.
Traffic upon
tramway.

14. The tramway may be used for the purpose of, conveying passengers, animals, goods, minerals, and parcels.

Tolls.

Tolls.

15. The tramway authorised by this Order shall for the purposes of tolls and charges be deemed to form part of the tramways of the Promoters authorised by the Order of 1877; and it shall be lawful for the Promoters to demand and take such tolls and charges in respect of each and every description of traffic upon the tramway as they would have been entitled to demand and take if the same had originally formed part of the said tramways authorised as aforesaid; and the provisions of sections twenty-eight to thirty-four (both inclusive) of the Order of 1877 shall apply to the tramway by this Order authorised, and the tolls and charges to be demanded and taken in respect thereof, in like manner in every respect as if the tramway by this Order authorised formed part of the tramways in the said sections referred to.

Miscellaneous.

Provision as
to works
caused by the
tramway.

16. The provisions of the thirty-second section of the Tramways Act, 1870, with respect to works by authorities, companies, bodies, and persons, and additional expense caused to any authority, company, body, or person by reason of the existence of tramways, shall apply to all works in respect of the constructing any new sewer or drain pipe, or the altering, repairing, laying down, improving, or enlarging any existing or future sewer or drain pipe, or any tube, wire, or apparatus for telegraphic or other purposes by the Corporation, or any local or road authority, and to the additional expense in respect of the same.

Modifying the
provisions of
section 25 of
the Wolver-
hampton
Tramways
Order, 1877.

17. The powers of purchase contained in the twenty-fifth section of the Order of 1877 shall extend to authorise the purchase of the tramway by this Order authorised as if the same were part of the tramways authorised by the Order of 1877; provided that the said powers of purchase shall not be exercised by the Corporation at any time unless at the same time the tramway authorised by this Order, and the lands, buildings, works, materials, and plant of the Promoters suitable to and used by them for the purposes thereof, be purchased upon the terms mentioned in the said twenty-fifth section.

Section 37 of
Order of 1877,
as to agree-
ments, to apply
to tramway.

18. The provisions of section thirty-seven of the Order of 1877 with respect to agreements for the use of the tramways shall be construed as if the term "the tramways" therein used included the tramway by this Order authorised.

Power to enter
into agree-
ments with
respect to
traffic, &c.

19. The Promoters or any person using the tramways under the authority of this Order on the one hand, and any other company or person on the other hand, may, with the consent of the Board of Trade, from time to time, but subject to the provisions of this Order, enter into agreements with respect to the receiving from or forwarding to any such other company or person, any passengers, animals, goods, minerals, or parcels, and the fixing, collecting, and apportionment of tolls, charges, rents, or other receipts arising in respect of such traffic, upon such terms and conditions as may be agreed upon between the Promoters or such person and such other person.

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(No. 1) Act, 1878.

20. The provisions of section twenty-four of the Order of 1877 with respect to junctions and communications between the tramways of the Promoters and the tramways of the Corporation shall be construed as if the term "the tramways of the Promoters" therein used included the tramway by this Order authorised: Provided always, that any conditions and terms agreed upon or settled under the said section as extended by this section shall not be of any force or effect until the same have been approved by the Board of Trade.

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Section 24 of
Order of 1877
as to junctions
&c., to apply
to tramway.

21. Where under the provisions of the Tramways Act, 1870, in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of the Common Law Procedure Act, 1854, shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Provisions as
to arbitration.

22. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (that is to say,)

Form and
delivery of
notices.

(1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by any local authority or any road authority shall be signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters to or by any local authority, or any road authority, or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary, at their principal office.

23. Notwithstanding anything contained in this Order, the Promoters and any persons using any tramways to which the same applies shall be subject and liable to the provisions of any general Act, which may hereafter be passed during this or any future session of Parliament, relating to the tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, and to any future revision or alteration, under the authority of Parliament, of the maximum rates of tolls or charges authorised by any Order relating to the Promoters, and to any condition, regulation, or restriction which may be imposed upon the use of tramways, or upon the use on tramways of animal power, by any such general Act as aforesaid.

Saving for
general Acts.