CHAPTER lxxxvii.

An Act to make provisions with reference to the undertakings of the Birmingham District Power and Traction Company Limited the Dudley Stourbridge and District Electric Traction Company Limited the South Staffordshire Tramways Company the South Staffordshire Tramways (Lessee) Company Limited and the Wolverhampton District Electric Tramways Limited to confer powers upon those Companies and for other purposes. [4th August 1922.] A.D. 1922.

WHEREAS under or by virtue of the provisions contained in the Acts Provisional Orders and Light Railway Orders referred to in the first schedule to this Act and of other Acts and Orders (all of which Acts and Orders are hereinafter together referred to as "the existing Acts and Orders") or some of those Acts and Orders the Birmingham District Power and Traction Company Limited the Dudley Stourbridge and District Electric Traction Company Limited the South Staffordshire Tramways Company the South Staffordshire Tramways (Lessee) Company Limited and the Wolverhampton District Electric Tramways Limited (hereinafter together referred to as "the five Companies") or some of them are the owners or lessees of and work an extensive system of tramways and light railways in those parts of the counties of Stafford and Worcester which are commonly known as the Black Country which tramways and light railways are inter-connected and under arrangements between the five Companies are worked as a combined system:

A.D. 1922.

And whereas such of the said tramways and light railways as are owned by the five Companies respectively are situate within the districts of a large number of separate local authorities and the said authorities are severally authorised to purchase compulsorily the portions of the undertakings of the five Companies respectively as authorised by the existing Acts and Orders which comprise such of the said tramways and light railways or parts thereof as are within the respective districts of those authorities:

And whereas under the provisions of the existing Acts and Orders the said rights of compulsory purchase will first arise in the case of the portions of the said tramways and light railways in the said respective districts at various dates extending from the year one thousand nine hundred and twenty-two to the year one thousand nine hundred and thirty-eight and will recur at intervals of seven years after the said respective dates:

And whereas the tramways and light railways comprised in the leases referred to in the second schedule to this Act form parts of the system of tramways and light railways worked by the five Companies (the tramways comprised in the thirdly mentioned lease having been sublet by the British Electric Traction Company Limited to the said Birmingham District Power and Traction Company Limited Dudley Stourbridge and District Electric Traction Company Limited South Staffordshire Tramways (Lessee) Company Limited and Wolverhampton District Electric Tramways Limited respectively) but the periods at which the said leases will expire or be determinable by the lessors will occur at various dates extending from the year one thousand nine hundred and twenty-five to the year one thousand nine hundred and thirty-eight:

And whereas it is expedient with a view to consolidating the tenure of the five Companies of the said tramways and light railways and ensuring the maintenance of an efficient service in the public interest while also rendering ultimately practicable the compulsory purchase at one and the same time of those parts of the system of tramways and light railways not already owned by the local authorities in whose districts the same are respectively situate that with certain exceptions

the several dates on which the right of such purchase will first arise should be postponed and that such right should be made exerciseable on one prescribed date and at recurring intervals thereafter:

And whereas it is expedient that such provisions as are in this Act contained with respect to the extension of the terms of certain of the said leases should be enacted:

And whereas the said local authorities have agreed that such modifications of their respective rights as are in this Act provided for should be made:

And whereas it is expedient that the provisions contained in this Act with respect to the minimum sum which the five Companies may charge for the conveyance of passengers on their respective tramways and light railways should be enacted:

And whereas it is expedient that the other provisions contained in this Act should be made:

And whereas the objects aforesaid cannot be attained without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted and be it enacted by the King'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 (that is to say):—

Short title.

1. This Act may be cited for all purposes as the Black Country Tramways and Light Railways Act 1922

Interpretation.

2. In and for the purposes of this Act:—

The expression "the five Companies" means the Birmingham District Power and Traction Company Limited the Dudley Stourbridge and District Electric Traction Company Limited the South Staffordshire Tramways Company the South Staffordshire Tramways (Lessee) Company Limited and the Wolverhampton District Electric Tramways Limited;

The expression "the existing Acts and Orders" means the Acts and Orders specified in the first schedule to this Act and any other Act or Order relating to the five Companies or any of

A.D. 1922.

them or their respective undertakings and includes any enactment incorporated with or applied by any such Act or Order;

The expression "tramways and light railways" means the tramways and light railways authorised by the existing Acts and Orders or any of them so far as those tramways and light railways have been constructed or may after the passing of this Act be constructed under the powers of the existing Acts and Orders or any of them and includes where the context permits the tramways and light railways demised by the leases referred to in the second schedule to this Act;

The expression "undertaking" or "undertakings" means the undertaking or undertakings of that one or those of the five Companies in relation to which the expression is used as authorised by such of the existing Acts and Orders as relate to that Company or to those companies respectively;

The expression "the local authorities" means the authorities who under the provisions of the Tramways Act 1870 are the local authorities of the several districts in which the tramways and light railways are respectively situate.

Postponement and synchronization of dates for compulsory purchase.

3. Notwithstanding anything contained in any of the existing Acts and Orders or in any other Act or Order or any agreement relating directly or indirectly to the five Companies or any of them or their respective undertakings but subject to the provisions of the sections of this Act of which the marginal notes are respectively "Special provisions as to purchase of certain tramways" and "As to light railway in Willenhall" the dates on which the powers of compulsory purchase of the said respective undertakings shall be exerciseable by the local authorities shall be the thirty-first day of December one thousand nine hundred and thirty-eight (and not earlier) and at the expiration of any subsequent period of seven years and any local authority or local authorities intending to exercise their right of purchase shall give to the Companies or Company concerned notice in writing of their intention not less than six months before the date on

which they intend to exercise such right and the existing Acts and Orders shall be read and have effect accordingly.

Special provisions as to purchase of certain tramways.

4. Notwithstanding anything contained in the section of this Act of which the marginal note is "Postponement and synchronization of dates for compulsory purchase" the rights of the Heath Town Urban District Council the Willenhall Urban District Council the Coseley Urban District Council and the Sedgley Urban District Council respectively of purchasing compulsorily—

(*a*) The existing tramway partly in the urban district of Willenhall and partly in the urban district of Heath Town extending from the Willenhall Market Place to the boundary of the borough of Wolverhampton at the junction of Dean's Road with Willenhall Road;

(*b*) The existing tramway in the urban districts of Coseley and Sedgley extending from the boundary of the borough of Wolverhampton near the Fighting Cocks public-house to the boundary of the borough of Dudley;

on any date prior to the thirty-first day of December one thousand nine hundred and thirty-eight shall continue to be exerciseable as if this Act had not been passed but as on and from the said thirty-first day of December the dates on which the said authorities may respectively purchase compulsorily the said tramways shall notwithstanding anything contained in any of the existing Acts and Orders be the dates on which the tramways and light railways other than the said tramways may be purchased compulsorily pursuant to the said section of this Act and the same notice shall be given of intention to exercise the right of purchase with respect to the said tramways as is provided in the said section of this Act with respect to tramways and light railways other than the said tramways.

For protection of Wolverhampton Corporation and others.

5. Nothing in this Act shall take away or prejudice the rights or powers of the mayor aldermen and burgesses of the borough of Wolverhampton the Heath Town Urban District Council the Willenhall Urban District Council the Coseley Urban District Council or the Sedgley Urban District Council under the provisions of the Wolverhampton Corporation Act 1899 with respect to the tramways (*a*) and (*b*) referred to in the section of

A.D. 1922.

this Act of which the marginal note is "Special provisions as to purchase of certain tramways" but except as provided by that section and by this section and by the next succeeding section the provisions of this Act shall apply to all the tramways and light railways within the districts of the said authorities or any of them.

As to light railway in Willenhall.

6.—(1) In this section the expression "the Willenhall Railway" means so much of the light railways Nos. (4) and (4A) authorised by the South Staffordshire Light Railway Order 1900 (in this section referred to as "the Order of 1900") as extends from the Willenhall Market Place to the junction of those light railways or one of them with the tramway in Walsall Road of the mayor aldermen and burgesses of the borough of Walsall and shall be deemed to comprise the rails fishplates cables and overhead equipment and the paving and concrete foundations (so far as provided by the company) of the said portion of the light railways.

(2) Notwithstanding anything contained in the section of this Act of which the marginal note is "Post-" ponement and synchronization of dates for compulsory " purchase" (in this section referred to as "the first mentioned section") or in section 72 (Future purchase of undertaking by local authorities) of the Order of 1900 the Willenhall Urban District Council (in this section referred to as "the council") if by resolution passed at a special meeting of the members of the council they so decide may within six months after the ninth day of August one thousand nine hundred and twenty-seven with the approval of the Minister of Transport by notice in writing require the Wolverhampton District Electric Tramways Limited (in this section referred to as "the company") to sell and thereupon the company shall sell to the council the Willenhall Railway upon terms of paying the then value (as defined by section 43 of the Tramways Act 1870) of the Willenhall Railway (together with a sum equal to five per centum of such value as compensation for severance of the Willenhall Railway from the remainder of the said authorised light railways) such value in case of difference to be determined in manner provided by the said section 43 and save as otherwise in this section provided the provisions of the said section 43 shall apply to and in respect of such sale as if the Willenhall Railway were a tramway constructed under

the authority of a Provisional Order made under the Tramways Act 1870 Provided that the right of purchase conferred by this section shall not be exerciseable by the council unless at the same time they exercise their right of compulsory purchase of so much as is within the urban district of Willenhall of the tramway (*a*) described in subsection (1) of the section of this Act of which the marginal note is "Special provisions as to purchase of certain tramways."

(3) If the council exercise the right of purchase of the Willenhall Railway conferred by subsection (2) of this section—

(*a*) The said section 72 of the Order of 1900 as amended by the first mentioned section shall apply to the undertaking authorised by that Order as if the Willenhall Railway had not formed part of that undertaking; and

(*b*) Section 5 of the Ministry of Transport Act 1919 shall apply to the Willenhall Railway and the light railways adjoining the same in the urban districts of Willenhall Bilston and Darlaston as though all such light railways were tramways.

(4) If the Council do not exercise the right of purchase of the Willenhall Railway conferred by subsection (2) of this section the first-mentioned section shall apply to the whole of the undertaking authorised by the Order of 1900 and the operation of the said section 72 of that Order as amended by the first mentioned section shall not be affected by anything contained in this section.

Extension of terms of certain leases.

7.—(1) The term of the lease first referred to in the second schedule to this Act is hereby extended so as to terminate on the thirty-first day of December one thousand nine hundred and thirty-eight instead of on the expiration of thirty years from the third day of May one thousand nine hundred and six and the rents or sums to be yielded and paid under clauses 1 and 2 of the said lease in respect of the period between the third day of May one thousand nine hundred and thirty-six and the termination of the said lease shall be at the rate of one thousand and ninety-one pounds fourteen shillings per annum.

A.D. 1922.

(2) The term of the lease secondly referred to in the second schedule to this Act is hereby extended so as to terminate on the thirty-first day of December one thousand nine hundred and thirty-eight instead of on the expiration of thirty years from the ninth day of November one thousand nine hundred and four Provided that the rent or sum to be yielded and paid under the said lease in respect of the period between the ninth day of November one thousand nine hundred and thirty-four and the termination of the said lease shall be at the rate of seven hundred pounds per annum and the provisions of clause 20 of the said lease (giving liberty to the Rowley Regis Urban District Council by notice to terminate the lease at the expiration of the first twenty-one years of the term thereof) shall cease to have effect.

(3) Except as is by this section expressly provided the provisions of the said leases shall remain in force and shall operate during the extended terms thereof as if such extended terms had respectively been the terms originally provided for in those leases.

Provisions as to determination of leases of tramways in West Bromwich.

8. Notwithstanding anything contained in the two leases dated the eighth day of September one thousand nine hundred and four to which the parties are respectively (*a*) the mayor aldermen and burgesses of the county borough of West Bromwich of the first part the British Electric Traction Company Limited of the second part and the South Staffordshire Tramways (Lessee) Company Limited of the third part and (*b*) the said mayor aldermen and burgesses of the first part the said British Electric Traction Company Limited of the second part and the Birmingham and Midland Tramways Limited (now the Birmingham District Power and Traction Company Limited) of the third part the said leases shall determine on the thirty-first day of March one thousand nine hundred and twenty-four but except as is by this section expressly provided nothing in this Act shall alter or affect any of the covenants or conditions contained in the said leases or either of them (as varied by any agreement between the parties to the said leases respectively subsisting at the date of the passing of this Act) and the said covenants and conditions (as varied by any such agreement as aforesaid or by any like agreement made after the date of the passing of this Act) shall until the said thirty-first day of March one thousand nine hundred

and twenty-four be performed and observed in all respects as if this Act had not been passed. A.D. 1922.

Agreements to continue in force.

9. All agreements between the five Companies or any of them on the one hand and the local authorities or any of them on the other hand relating to the tramways and light railways or any of them and subsisting at the date of the passing of this Act shall continue in force except so far as they are varied by the provisions of the section of this Act of which the marginal note is "Post-"ponement and synchronization of dates for compulsory "purchase" and such of the said agreements as would but for the provisions of this section cease to have effect before the thirty-first day of December one thousand nine hundred and thirty-eight shall so far as applicable continue in force until that date and shall on that date cease to have effect.

As to rights of Smethwick Corporation to repurchase Smethwick electric lighting undertaking.

10. Notwithstanding anything contained in the indenture dated the sixteenth day of July one thousand nine hundred and seven and made between the mayor aldermen and burgesses of the borough of Smethwick (in this section referred to as "the corporation") of the one part and the Birmingham and Midland Tramways Limited now the Birmingham District Power and Traction Company Limited (in this section referred to as "the Birmingham Company") of the other part (being an indenture of transfer to the Birmingham Company of the undertaking authorised by the Smethwick Electric Lighting Order 1898) and notwithstanding anything contained in the indenture dated the twenty-eighth day of November one thousand nine hundred and thirteen and made between the Birmingham Company of the one part and the Shropshire Worcestershire and Staffordshire Electric Power Company (hereinafter called "the Shropshire Company") of the other part (being an indenture of transfer to the Shropshire Company of the same undertaking) the right of the Corporation under those indentures to repurchase or to require the retransfer to them of the said undertaking shall be exerciseable by the Corporation if and at the same time as they purchase the tramways of the Birmingham Company in the borough of Smethwick authorised by the Birmingham and Western District Tramways Order 1881 in accordance with the provisions of this Act (instead of at the expiration of the periods specified in

A.D. 1922.

clause 21 of the indenture first above-mentioned) and not otherwise.

As to minimum charge for passengers.

11.—(1) As from the date of the passing of this Act all enactments relating to any of the five Companies or their respective undertakings by virtue of which those companies or any of them are entitled to charge in the case of any passenger on their tramways or light railways a specified minimum sum exceeding twopence shall be varied by the substitution of the sum of twopence for the sum so specified.

(2) As from the first day of July one thousand nine hundred and twenty-three all enactments relating to any of the five Companies or their respective undertakings (including such enactments as are referred to in subsection (1) of this section as modified by the provisions of that subsection) by virtue of which those Companies or any of them are entitled to charge in the case of any passenger on their tramways or light railways a specified minimum sum exceeding one penny and one halfpenny shall (subject as hereinafter provided) be varied by the substitution of the sum of one penny and one halfpenny for the sum so specified Provided that if at any time before the said first day of July on the application of the five Companies or any of them the Minister of Transport after considering any representations made to him by the local authority or local authorities concerned shall be satisfied that having regard to all the circumstances of the case the reduction of the specified minimum sum to one penny and one halfpenny ought to be postponed the said Minister may by Order direct that in the case of such Companies or Company and for such period as may be specified in the Order the minimum sum chargeable as aforesaid shall be twopence instead of one penny and one halfpenny and that if at any time before the expiration of the period so specified in any Order made under this proviso or in any amending Order made under this proviso the Minister of Transport on such application and after considering such representations as aforesaid shall be similarly satisfied the said Minister may by an amending Order further extend the period during which such minimum sum shall be twopence instead of one penny and one halfpenny Provided also that if an application by the five Companies or any of them to the Minister of Transport for an Order or

amending Order under the last preceding proviso is pending on the said first day of July or on any subsequent date on which the period specified in any such amending Order will expire the minimum sum shall not be reduced below twopence earlier than the date on which the Minister of Transport intimates his decision on such application.

(3) At any time after the minimum sum chargeable by the five Companies or any of them as aforesaid shall by virtue of the provisions of subsection (2) of this section or of any Order made under the provisions of subsection (4) of this section have been reduced to one penny and one halfpenny such Companies or Company may apply to the Minister of Transport for an Order increasing such minimum sum to twopence and the said Minister after considering any representations made to him by the local authority or local authorities concerned may make such Order if having regard to all the circumstances of the case he deems it reasonable so to do.

(4) Provided that any Order made under the provisions of subsection (2) or subsection (3) of this section may at any time and from time to time be revoked by an Order made by the Minister of Transport on the application of the local authority or local authorities of the district or districts in which the tramways or light railways referred to in the Order are situate after considering any representations made to him by the Company or Companies concerned and as from such date as may be specified in any Order made under this proviso the said minimum sum shall be reduced to and be one penny and one halfpenny unless and until the same shall be again increased to twopence under subsection (3) of this section.

(5) Any Order made under the provisions of this section and for the time being in force shall have effect as if its provisions were enacted in this Act but shall not operate so as to abrogate vary or override any provision contained in any agreement with respect to the fares or minimum sums which may be charged in any particular case.

Companies to submit accounts to Minister of Transport and local authorities.

12. Each of the five Companies shall as soon as practicable after the expiration of each year send to the Minister of Transport and to the local authority of each district in any part of which their respective tramways or light railways are situate a copy of the accounts for that year relating to their undertaking in the form in

A.D. 1922.

which such accounts are submitted by the Company to their shareholders.

As to inquiries by Minister of Transport.

13. In respect of the exercise of any powers or the performance of any duties by this Act conferred or imposed upon the Minister of Transport the provisions of Part I. of the Board of Trade Arbitrations &c. Act 1874 shall apply as if the Minister of Transport were referred to therein in lieu of the Board of Trade and as if in section 4 of that Act the words "under the seal of the Minister of Transport" were substituted for the words "by writing under the hand of the President or of one of the Secretaries of the Board."

Form and de ivery of notices.

14. With respect to notices and to the delivery thereof by or to the five Companies or any of them the following provisions shall have effect (that is to say):—

(1) Every notice shall be in writing and if given by the five Companies or any of them or by any local authority shall be signed by their secretaries or secretary or clerk;

(2) Any notice to be delivered by or to the five Companies or any of them to or by any local authority may be delivered by being left at the principal offices or office of the Companies or Company concerned or of that authority as the case may be or by being sent by post in a prepaid letter addressed to their respective secretaries or secretary or clerk at their principal offices or office as the case may be.

Provisions as to general Acts.

15. Nothing in this Act contained shall exempt any of the Companies therein named or their respective tramways or light railways from the provisions of any general Act relating to tramways or light railways passed before or after the passing of this Act or from any future revision or alteration under the authority of Parliament of the maximum fares rates or charges authorised in respect of any of such tramways or light railways.

Copy of Act to be registered.

16.—(1) Each of the five Companies (other than the South Staffordshire Tramways Company) shall deliver to the Registrar of Joint Stock Companies a printed copy of this Act and he shall retain and register the same and if any of such Companies shall fail to comply with the requirement of this section within three months from the passing of this Act that Company shall incur

a penalty not exceeding two pounds for every day after the expiration of those three months during which the default continues and any director or manager of the Company who knowingly and wilfully authorises such default shall incur the like penalty. A.D. 1922.

(2) Every penalty under this section shall be recoverable summarily.

(3) There shall be paid to the registrar by the Company delivering such copy on the registration thereof the like fee as is for the time being payable under the Companies (Consolidation) Act 1908 on registration of any document other than the memorandum or the abstract required to be filed with the Registrar by a receiver or manager or the statement required to be sent to the Registrar by the liquidator in a winding-up in England.

Stamp duty in respect of continued rights of user of leased tramways &c.

17. Each of the Companies to whom the leases first and secondly referred to in the second schedule to this Act were respectively granted shall within three months after the passing of this Act produce to the Commissioners of Inland Revenue a King's printer's copy of this Act stamped with the duty which would be payable on an instrument (as defined by the Stamp Act 1891) whereby the tramway or tramways or light railways demised by either of those leases to that Company were demised to that Company for a term commencing on the date on which but for the provisions of this Act the term granted by such lease would have expired and terminating on the thirty-first day of December one thousand nine hundred and thirty-eight if such lease were under the respective seals of the parties to such lease and contained all the terms and conditions contained in such lease so far as the same are applicable and in default of such production the amount of the duty with interest thereon at the rate of five per centum per annum from the expiration of the said period of three months shall be a debt due to His Majesty from the Company making such default.

Costs of Act.

18. All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the five Companies in such proportions as may be agreed between them or failing such agreement in equal shares.

A.D. 1922.

THE SCHEDULES referred to in the foregoing Act.

FIRST SCHEDULE.

Title of Act or Order.	Act confirming Order.
The Wolverhampton Tramways Order 1877.	The Tramways Orders Confirmation Act 1877.
The Wolverhampton Tramways (Extension) Order 1878.	The Tramways Orders Confirmation Act 1878.
The Staffordshire Tramways Order 1879.	The Tramways Orders Confirmation Act 1879.
The Dudley Sedgley and Wolverhampton Tramways Order 1880	The Tramways Orders Confirmation (No. 1) Act 1880.
The Staffordshire Tramways (Additional Powers) Order 1880	
The Wolverhampton Tramways (Mechanical Power) Order 1880	
The Walsall and District Tramways Order 1880.	The Tramways Orders Confirmation (No. 2) Act 1880.
The Birmingham and Western Districts Tramways Order 1881	The Tramways Orders Confirmation (No. 2) Act 1881.
The Dudley Stourbridge and Kingswinford Tramways Order 1881 - - - - -	
The Dudley and Tipton Tramways Order 1881 - - - - -	
The South Staffordshire Tramways Order 1881 - - -	
The Wednesbury and West Bromwich Tramways Order 1881 - - - - -	
The Staffordshire Tramways (Extension) Order 1882.	The Tramways Orders Confirmation (No. 2) Act 1882.
The Birmingham and Suburban Tramways Order 1882 - -	The Tramways Orders Confirmation (No. 3) Act 1882.
The Birmingham and Western Districts Tramways Order 1882	
The Walsall and District Tramways Order 1882 - - -	
The Birmingham and Western Districts Tramways Order 1883.	The Tramways Orders Confirmation (No. 2) Act 1883.
The Dudley Sedgley and Wolverhampton Tramways Order 1884.	The Tramways Orders Confirmation (No. 1) Act 1884.

Title of Act or Order.	Act confirming Order.
The Walsall and District Tramways Order 1884.	The Tramways Orders Confirmation (No. 2) Act 1884.
The Dudley and Kingswinford Tramways Order 1885.	The Tramways Orders Confirmation (No. 2) Act 1885.
The Birmingham and Western Districts Tramways Order 1885.	The Tramways Orders Confirmation (No. 3) Act 1885.
The Dudley Stourbridge and Kingswinford Tramways Order 1881 Amendment Order 1886.	The Tramways Orders Confirmation (No. 1) Act 1886.
The Birmingham and Western Districts Tramways Order 1886.	The Tramways Orders Confirmation (No. 3) Act 1886.
The South Staffordshire Tramways Act 1889.	
The South Staffordshire Tramways Order 1894.	The Tramways Orders Confirmation (No. 2) Act 1894.
The Dudley and District Light Railways Order 1898.	
The Kinver Light Railway Order 1898.	
The Dudley and Wolverhampton Tramways Order 1899.	The Tramways Orders Confirmation (No. 3) Act 1899.
The Wolverhampton Tramways Act 1899.	
The South Staffordshire Tramways Act 1899.	
The South Staffordshire Tramways Act 1900.	
The Dudley and District Light Railways (Extensions) Order 1900.	
The South Staffordshire Light Railway Order 1900.	
The South Staffordshire Light Railway (Extensions) Order 1900.	
The Birmingham and Midland Tramways Act 1902.	
The Dudley Stourbridge and District Tramways Act 1903.	
The South Staffordshire Tramways Act 1903.	

A.D. 1922.

SECOND SCHEDULE.

Date of Lease.	Parties to Lease.
3rd May 1906 -	(1) Mayor aldermen and burgesses of the borough of Wednesbury. (2) The British Electric Traction Company Limited. (3) The South Staffordshire Tramways (Lessee) Company Limited.
9th October 1906.	(1) Rowley Regis Urban District Council. (2) The Birmingham and Midland Tramways Limited (now the Birmingham District Power and Traction Company Limited).
9th November 1909.	(1) Mayor aldermen and burgesses of the borough of Dudley and (2) The British Electric Traction Company Limited.

Printed by EYRE and SPOTTISWOODE, LTD.,
FOR
WILLIAM RICHARD CODLING, Esq., C.V.O., C.B.E., the King's Printer of Acts of Parliament.

To be purchased through any Bookseller or directly from
H.M. STATIONERY OFFICE at the following addresses:
IMPERIAL HOUSE, KINGSWAY, LONDON, W.C. 2, and 28, ABINGDON STREET, LONDON, S.W 1;
37, PETER STREET, MANCHESTER; 1, ST. ANDREW'S CRESCENT, CARDIFF;
or 23, FORTH STREET, EDINBURGH.