CHAPTER ccxv.

An Act for confirming certain Provisional Orders made by the Board of Trade under the Tramways Act, 1870, for the construction of the London Street Tramways (Saint Pancras Lines), Metropolitan Street Tramways (Extensions), Pimlico, Peckham, and Greenwich Street Tramways (Extensions), and West London Tramways. [5th August 1873.] A.D. 1873.

WHEREAS, under the authority of the Tramways Act, 1870, the Board of Trade in the sessions of Parliament held respectively in the years 1871 and 1872 made the several Provisional Orders respectively set out in the Schedules A. and B. to this Act annexed:

And whereas a Provisional Order made by the Board of Trade under the authority of the Tramways Act, 1870, is not of any validity or force whatever until the confirmation thereof by Act of Parliament:

And whereas the said Orders were not confirmed by Parliament, but provision was made by the Metropolitan Tramways Provisional Orders Suspension Act, 1872, enabling the Promoters of any of the said Orders to proceed with the same in the next session of Parliament; and by the said Act it was enacted, that, on proof to the satisfaction of the Board of Trade that the requirements contained in the Schedule B. to the said Act annexed had been duly complied with in relation to any of the said Orders by the Promoters, the Board of Trade might, as soon as they conveniently could after such proof of compliance as aforesaid, procure a Bill to be introduced into either House of Parliament for an Act to confirm such Provisional Order, or so much thereof as the Promoters might determine to proceed with:

And whereas the Promoters of the several Provisional Orders set out in the Schedules A. and B. to this Act annexed have complied,

A.D. 1873.

to the satisfaction of the Board of Trade, with the requirements contained in the Schedule B. to the Metropolitan Tramways Provisional Orders Suspension Act, 1872:

And whereas the Promoters of the several Provisional Orders set out in Schedule A. to this Act annexed have determined to proceed with such parts only of the said Orders respectively as are set forth in Schedule A. to this Act annexed:

And whereas it is expedient that the several Provisional Orders made by the Board of Trade under the authority of the said Act, and as set out in the Schedules A. and B. 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:

Short title.

1. This Act may be cited as the Metropolitan Tramways Orders Confirmation Act, 1873.

Confirmation of Orders in schedules.

2. The several Orders as set out in the Schedules A. and B. 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 schedules, shall, from and after the passing of this Act, have full validity and force, and the dates of the same respectively shall be the date of the passing of this Act.

Temporary tramways may be made when necessary.

3. Where, by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by any Provisional Order confirmed by this Act is laid, it shall in the opinion of the road authority be 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.

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 Tram-

ways Act, 1870, for the settlement of differences in the said section mentioned.

The terms "road" and "road authority" in this section shall have the same meanings respectively as the same terms have in the Tramways Act, 1870: Provided that where any such work affecting the surface or soil of any such road is executed by the Metropolitan Board of Works under the authority of any Act or Acts, then the said Board shall for the purposes of this section be deemed to be the road authority.

Orders in Schedule A.

1. Metropolitan Street Tramways (Extensions, &c.)—Order authorising the Metropolitan Street Tramways Company to extend their authorised Tramways.

2. Pimlico, Peckham, and Greenwich Tramways (Extensions).—Order authorising the Pimlico, Peckham, and Greenwich Street Tramways Company to extend their authorised Tramways.

3. West London Tramway.—Order empowering the West London Tramways Company, Limited, to construct a Tramway from Hammersmith to Kew Bridge in and beyond the western districts of the Metropolis.

Order in Schedule B.

4. London Street Tramways (St. Pancras Lines).—Order authorising the London Street Tramways Company to construct Street Tramways in the Parishes of St. Pancras and St. Mary Islington, in the county of Middlesex.

A.D. 1873.

Metropolitan Street.

METROPOLITAN STREET TRAMWAYS (EXTENSIONS, &c.)

Order authorising the Metropolitan Street Tramways Company to extend their authorised Tramways.

Short title.

1. This Order may be cited as "The Metropolitan Street Tramways (Extension, &c.) Order, 1873."

Incorporation of general 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 on 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 Act of 1869" shall in this Order mean "The Metropolitan Street Tramways Act, 1869."

The Promoters.

Promoters.

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

Purchase of lands by agreement.

5. The Promoters may from time to time purchase and acquire, by agreement, for the purposes of the undertaking, in addition to the lands which by any Act of Parliament they are for the time being authorised to acquire, any quantity of land not exceeding five acres.

Construction of Tramway.

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 sections), the tramways herein-after described, with all proper rails, plates, offices, 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:—

(1 and 1a.) A tramway No. 1 and a tramway No. 1a (being respectively one mile three furlongs and three chains in length), commencing respectively in the Kennington Park Road at a point about one chain south of the safety crossing at the junction of Kennington Road with the Kennington Park Road (tramway No. 1 there forming a junction with the tramway No. 4 authorised by the Act of 1869, and tramway No. 1a, there forming a junction with tramway No. 4a, authorised by the said Act); passing thence respectively in a north-easterly direction along the Kennington Park Road, Newington Butts, Newington

Causeway, Stones End, and Blackman Street, and terminating respectively in the last-mentioned street at the junction of Great Dover Street with Blackman Street aforesaid:

Provided always, that in the construction of the tramways Nos. 1 and 1a by this Order authorised such passing place or places as the vestry of the parish of Saint Mary, Newington, may determine shall be constructed in the road or street known as Newington Butts, between Draper Street on the northern and Crampton Street on the southern ends thereof respectively.

Promoters may, with certain consents, make certain junction tramways.

7. The Promoters may, with the consent of the local and road authorities under their respective common seals, construct, and may thereafter maintain, two short junction tramways in the position shown on a plan signed by the Most Noble Richard Plantaganet Duke of Buckingham and Chandos (the Chairman of the Committee of the House of Lords, to whom the Bill for confirming this Order was in its passage through Parliament referred), and which plan has been deposited in the office of the Clerk of the Parliaments, for connecting the tramways by this Order authorised with the tramways No. 2 and No. 3 proposed to be authorised by the Pimlico, Peckham, and Greenwich Street Tramways (Extensions) Order, 1873. And the Promoters shall not commence any works under the authority of this Order to the northward of the Elephant and Castle Tavern until they shall have obtained the consent of the said local and road authorities to the construction of the short junction tramways herein-before described.

Certain parts of the tramways not to be opened until other proposed tramways are opened.

8. So much of the tramways No. 1 and No. 1a by this Order authorised as will be situate to the northward of the Elephant and Castle Tavern shall not be opened for traffic unless and until the Promoters shall have constructed the two short junction tramways referred to in the last preceding paragraph of this Order and those junction tramways shall be ready for opening for traffic, nor unless and until the tramways No. 2 and No. 3 proposed to be authorised by the Pimlico, Peckham, and Greenwich Street Tramways (Extensions) Order, 1873, shall have also been constructed and be ready for opening for traffic; and from and after the opening of the said tramways respectively for traffic all tramway cars passing along the firstly above-mentioned portion of the said tramway No. 1 by this Order authorised shall be worked through over the northernmost of the said intended junction tramways on, to, and over the above-mentioned tramway No. 3, and no change of horses or reversing of the cars shall take place between the Elephant and Castle Tavern aforesaid and the south-east end of Great Dover Street.

Cars from lines authorised by this Order not to be worked to existing termini in certain roads until certain arrangements made.

9. No tramway car shall be worked from over any tramway by this Order authorised on to any existing tramway in the Westminster Bridge Road, or, as the case may be, in the Blackfriars Road, unless and until the Company owning the tramway in the respective road shall have made arrangements to the satisfaction of the Chief Commissioner for the time being of the Police of the Metropolis, by which the stoppage of the cars for reversing of the horses at the terminus of the existing tramways in the carriageway of the respective road shall be avoided.

As to paving parts of Newington Butts.

10. The Promoters, if so required by the vestry of the parish of Saint Mary, Newington, shall, before opening for traffic the tramways Nos. 1 and 1a by this

A.D. 1873.

Metropolitan Street.

Order authorised, pave with such materials and in such manner as that vestry direct the whole of the width of so much of the street or road known as Newington Butts as is situate between Draper Street at the northern and Crampton Street at the southern end thereof respectively.

Alteration of street, Promoters to divert tramway.

11. If at any time after the tramways Nos. 1 and 1a have been laid along Newington Butts in the parish of Saint Mary, Newington, the vestry of that parish shall widen the said road by the removal of Saint Mary's Church, the Promoters shall remove and relay the said tramways to the centre of the road as widened or to such other position as the said vestry may direct, or, in the event of difference, as may be determined by an arbitrator to be appointed by the Board of Trade.

Further provisions as to construction of tramways.

12. In addition to the requirements of section 26 of "The Tramways Act, 1870," the Promoters shall at the same time as they give notice to the road authority of their intention to open or break up any road for the purpose of making, forming, and laying down, maintaining, and renewing any of the tramways, lay before the Board of Trade a plan showing the proposed mode of construction, and a statement of the materials intended to be used therein; and the Promoters shall not commence the construction of any of the tramways or part of any of the tramways respectively until such plan and statement have been approved by the said board; and after such approval the works shall be executed in accordance in all respects with such plan and statement, and under the superintendence and to the reasonable satisfaction of the surveyor for the time being of the road authority, as provided by section 26 of the said Act.

Promoters may be required to use improved form of rail.

13. The Board of Trade may from time to time, upon the application of the Metropolitan Board of Works, require the Promoters to adopt and apply such improvements in the tramways, 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 dispatch 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.

14. The Promoters shall at all times maintain and keep in good condition and repair and so as not to be a danger or annoyance to the ordinary traffic, the rails of which any of the tramways for the time being consist, and the substructures upon which the same rests, 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 by the Metropolitan Board of Works only in manner provided by section fifty-six of the said Act.

Saving rights of Metropolitan Board of Works to stop up, &c. streets.

15. Nothing in this Order contained shall extend or be construed to extend to alter, abridge, or take away any of the rights, powers, and privileges conferred upon the Metropolitan Board of Works by "The Metropolis Local Management Act, 1855," or any other Act relating to that board, as to stopping for public traffic any road or street under the jurisdiction of that board, for the purpose of constructing, repairing, and maintaining the sewers along or under any such road or street.

Metropolitan Street.

16. The Company shall not, in the construction of the tramways in the metropolis, stop up or interfere with any road so as to prevent the passing of traffic along such road, except with the previous consent in writing of the Metropolitan Board of Works.

In making tramways, Company not to prevent traffic passing along road.

17. 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 places connecting the one tramway with the other, and by means of such passing place or 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.

18. 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 always kept on level with surface of roads.

19. The Promoters may from time to time hereafter, subject to the provisions of this Order, with the consent of the Metropolitan Board of Works, 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 by this Order authorised.

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

20. Any paving, metalling, or material excavated by the Promoters in the construction of the undertaking 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 required to maintain by this Order; 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 differences between the Promoters and any road authority.

Application of road materials excavated in construction of works.

Traffic upon Tramways.

21. The tramways shall be used exclusively for the conveyance of passengers.

Traffic upon tramways.

A.D. 1873.

Metropolitan Street.

Tolls.

Tolls for passengers.

22. The Promoters may demand and take for every passenger travelling upon the tramways or any part thereof, including tolls for the use of the tramway and the 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.

Provided always, that for the purpose of tolls and charges, the tramways by this Order authorised and any tramways of the Company worked in connexion therewith shall be deemed to be one continuous line of tramway.

Provided further, that if at any time after one year 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 such representation has been proved to his satisfaction, the said Board may make an order in writing limiting the amount of the rates and fares to be thenceforth charged by the Promoters for the conveyance of passengers for distances not exceeding two miles 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 any such order, revoke or modify the same for good cause shown to them.

Applying provisions of certain sections of Act of 1869.

23. The provisions of the sections of the Act of 1869 numbered 65 and 69 shall apply to the tramways by this Order authorised, and the tolls to be taken in respect thereof; and the provisions of section 42 of the Metropolitan Street Tramways Act, 1870, shall apply to the said tramways, and regulate the fares to be charged to the labouring classes; in like manner in every respect as if the said tramways were the tramways in the said sections mentioned.

Miscellaneous.

For facilitating interchange and transmission of through traffic.

24. If the Metropolitan Board of Works at any time or times hereafter give notice in writing to the Promoters, stating that in their opinion the Promoters have not made or are not carrying out proper arrangements for facilitating the interchange and forwarding of traffic coming from or destined for any tramway which belongs to any other company or person, and forms an authorised junction with any tramway authorised by this Order, and the Promoters do not within fourteen days after delivery of such notice to them make arrangements in that behalf to the satisfaction of the said board, the Board of Trade may and shall, from time to time, upon representation by the Metropolitan Board of Works, appoint a referee to inquire into the truth of such representation, in the manner prescribed by section 63 of "The Tramways Act, 1870;" and if such referee report that such representation is true, the Board of Trade may make such regulations, including, if that board so think fit, arrangements for booking through the traffic or any part thereof, and the fixing of through fares and rates,

as, having regard to all the circumstances of the case, they may deem expedient for providing for such interchange and forwarding of traffic with as little inconvenience as may be to the public; and after fourteen days from the date of the delivery of a copy of any such regulation to the Promoters the same shall be binding upon the Promoters, and may be enforced in the same manner as regulations made by the local authority under section 46 of "The Tramways Act, 1870:" Provided always, that if and whenever the Board of Trade fix any through rate or fare under this section, they shall at the same time fix and determine the proportions in which such through rate or fare shall be divided between and belong to the Promoters and the other companies or company interested, and in fixing and determining such proportions the said board shall take into account all the circumstances of the case, including the actual and relative cost of construction and maintenance of the respective tramways and works of the respective companies; and the said board may from time to time rescind, alter, or vary any order which they may make under this section.

Power to enter into traffic arrangements with other tramway companies.

25. The Promoters and the North Metropolitan Tramways Company, the Pimlico, Peckham, and Greenwich Street Tramways Company, and the London Street Tramways Company, or either of them, may from time to time enter into and carry into effect contracts or arrangements with respect to the following purposes or any of them; that is to say,—

The user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively:

The providing of rolling and working stock:

The appointment, removal, and payment of officers and servants:

The interchange, transmission, collection, and delivery of traffic coming from or destined for the undertakings of the Promoters and the said Companies respectively:

The fixing, collection, division, apportionment, and appropriation by and between the Promoters and the said Companies respectively of the rates, tolls, and charges upon their respective undertakings:

And all incidental matters.

Provided always, that no contract or arrangement under this section shall have any effect until the same has been approved by the Board of Trade.

Tolls on traffic conveyed partly on the tramways and partly on the tramways of other Companies.

26. During the continuance of any such agreement the tramways authorised by this Order, and the tramways of any such Company party to the agreement, shall, for the purposes of tolls and charges, be considered as one tramway, and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the tramways authorised by this Order and partly on the tramways of such Company for a less distance than three miles tolls and charges may only be charged as for three miles; and in respect of passengers for every mile or fraction of a mile beyond three miles, tolls and charges as for one mile only; and no other short-distance charge shall be made for the conveyance of passengers partly on the tramways authorised by this Order and partly on the tramways of such Company.

Provisions as to general Acts.

27. Nothing herein contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament,

A.D. 1873.

Pimlico, Peckham, and Greenwich.

PIMLICO, PECKHAM, AND GREENWICH TRAMWAYS (EXTENSIONS).

Order authorising the Pimlico, Peckham, and Greenwich Street Tramways Company to extend their authorised Tramways.

Short title.

1. This Order may be cited as "The Pimlico, Peckham, and Greenwich Street Tramways (Extensions) Order, 1873."

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 on 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, or any part thereof.

In this Order:—

The term "the Act of 1869" shall mean "The Pimlico, Peckham, and Greenwich Street Tramways Act, 1869;" and

The term "The Extensions Act of 1870" shall mean "The Pimlico, Peckham, and Greenwich Street Tramways Extensions Act, 1870."

The Promoters.

Promoters.

4. The Pimlico, Peckham, and Greenwich Street Tramways Company shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Lands by agreement.

5. The Promoters may from time to time purchase and acquire, by agreement, for the purposes of the undertaking, in addition to the lands which by any Act of Parliament they are for the time being authorised to acquire, any quantity of land not exceeding five acres.

Construction of Tramways.

Construction of tramways.

6. The Promoters may, subject to the provisions of this Order, construct and maintain, in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after described, with all proper rails, plates, offices, stables, carriage-houses, warehouses, works, and conveniences connected therewith or for the purposes thereof, and may work and use the same; but nothing herein contained shall extend or be construed to authorise the Promoters to lay down any tramway or other works upon or along the carriageway of any private road, bridge, or street not dedicated to the public.

The tramways authorised by this Order are:—

(2 and 3.) A Tramway No. 2 and a Tramway No. 3 (being respectively five furlongs in length), commencing respectively in the Old Kent Road at a point about fifty-eight yards south-east of the junction therewith of the New Kent Road (Tramway No. 2 there forming a junction with the Tramway No. 26 authorised by the "Extensions Act of 1870," and Tramway No. 3 there forming a junction with Tramway No. 25 authorised by the same Act), and running thence respectively in a north-westerly direction along the Old Kent Road into and along Great Dover Street, and terminating respectively in that street at the junction of Great Dover Street with Blackman Street.

(9.) A Tramway (No. 9) (five chains in length), commencing in the Walworth Road by a junction with the Tramway (No. 21) authorised by "The Extensions Act of 1870," and passing along that road in a northerly direction for a length of a quarter of a chain or thereabouts, and curving thence in a north-westerly direction into and along Short Street, and again curving in a north-westerly direction into and along Newington Butts, and passing along that street in a northerly direction for the length of one chain or thereabouts, and thence again curving in a north-westerly direction into and along St. George's Road, and terminating in that road by a junction with the Tramway (No. 2) by the said Act authorised at a point ten feet south of the south-west corner of the public urinal at the eastern end of that road.

(10.) A Tramway (No. 10) (four chains in length), commencing in Newington Butts aforesaid at a point one and a quarter chain north of the junction of Short Street with that street, and passing thence in a northerly direction along Newington Butts into and across the open space in front of the Elephant and Castle public house formed by the junction of Newington Butts, New Kent Road, Newington Causeway, St. George's Road, and London Road, and in a north-westerly direction into and along the London Road, and terminating in that road by a junction with the Tramway (No. 10) authorised by "The Extensions Act of 1870," at a point two and three-quarter chains north-west of the north-west corner of the Elephant and Castle Tavern.

Tramways No. 2 and No. 3 not to be opened until other proposed tramways are opened, &c.

7. The Tramways No. 2 and No. 3 by this Order authorised shall not be opened for traffic unless and until so much of the Tramways No. 1 and No. 1a as will be situate to the northward of the Elephant and Castle Tavern, and also the short junction tramways proposed to be authorised by the Metropolitan Street Tramways (Extensions, &c.) Provisional Order, 1873, be constructed and be ready for opening for traffic; and from and after the opening of the said tramways respectively for traffic all tramway cars passing along the Tramway No. 2 by this Order authorised shall be worked over the southernmost of the said intended junction tramways on, to, and over the above-mentioned Tramway No. 1a, and no change of horses or reversing of the cars shall take place between the south-east end of Great Dover Street and the Elephant and Castle Tavern aforesaid.

Provided that the Promoters shall not commence the construction of the said Tramways No. 2 and No. 3 until they shall have obtained the consent of the

A.D. 1873.

Pimlico, Peckham, and Greenwich.

local and road authorities to the construction of the two short junction tramways authorised by the Metropolitan Street Tramways (Extensions, &c.) Provisional Order, 1873.

Cars from lines authorised by this Order not to be worked to existing termini in certain roads until certain arrangements made.

8. No tramway car shall be worked from over the tramways Nos. 2 and 3 by this Order authorised on to any existing tramway in the Westminster Bridge Road, or, as the case may be, in the Blackfriars Road, unless and until the company owning the tramway in the respective roads shall have made arrangements to the satisfaction of the Chief Commissioner for the time being of the police of the Metropolis, by which the stoppage of cars for reversing of the horses at the terminus of the existing tramways in the carriageway of the respective road shall be avoided.

Further provisions as to construction of tramways.

9. In addition to the requirements of section twenty-six of "The Tramways Act, 1870," the Promoters shall, at the same time as they give notice to the road authority of their intention to open or break up any road for the purpose of making, forming, and laying down, maintaining, and renewing any of the tramways, lay before the Board of Trade a plan showing the proposed mode of construction, and a statement of the materials intended to be used therein; and the Promoters shall not commence the construction of any of the tramways, or part of any tramways, until such plan and statement have been approved by the said Board, and after such approval the works shall be executed in accordance in all respects with such plan and statement, and under the superintendence and to the reasonable satisfaction of the surveyor for the time being of the road authority, as provided by section twenty-six of the said Act.

Promoters may be required to use improved form of rail.

10. The Board of Trade may from time to time, upon the application of the Metropolitan Board of Works, require the Promoters to adopt and apply such improvements in the tramways, 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 dispatch, 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.

11. The Promoters shall at all times maintain and keep in good condition and repair, and so as not to be a danger or annoyance to the ordinary traffic, the rails of which any of the tramways for the time being consist, and the substructures upon which the same rest; and if the Promoters at any time fail to comply with this provision, or with any of requirements of section twenty-eight of "The Tramways Act, 1870," they shall be subject to a penalty not exceeding five pounds for each day on which such act of omission continues; and such penalty may be recovered by the Metropolitan Board of Works only in manner provided by section fifty-six of the said Act.

Saving rights of Metropolitan Board of Works to stop up, &c. streets.

12. Nothing in this Order contained shall extend or be construed to extend to alter, abridge, or take away any of the rights, powers, and privileges conferred upon the Metropolitan Board of Works by "The Metropolis Local Management Act, 1855," or any other Act relating to that board, as to stopping for public traffic any road or street under the jurisdiction of that board, for the purpose of constructing, repairing, and maintaining the sewers along or under any such road or street.

Pimlico, Peckham, and Greenwich.

13. The Company shall not, in the construction of the tramways in the metropolis, stop up or interfere with any road so as to prevent the passing of traffic along such road, except with the previous consent in writing of the Metropolitan Board of Works.

In making tramways, Company not to prevent traffic passing along road.

14. 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 places connecting the one tramway with the other, and by means of such passing-place or 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.

15. 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 always kept on level with surface of roads.

16. The Promoters may from time to time hereafter, subject to the provisions of this Order, with the consent of the Metropolitan Board of Works, 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 by this Order authorised.

Additional crossings, passing-places, &c., may be made where necessary.

17. Any paving, metalling, or material excavated by the Promoters in the construction of the undertaking 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 required to maintain by this Order; 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 differences between the Promoters and any road authority.

Application of road materials excavated in construction of works.

Traffic upon Tramways.

18. The tramways shall be used exclusively for the conveyance of passengers.

Traffic upon tramways.

A.D. 1873.

Pimlico, Peckham, and Greenwich.

Tolls.

Tolls.

19. The Promoters may from time to time demand and take in respect of the tramways authorised by this Order tolls and charges not exceeding those which they are authorised to take and for the time being may lawfully take in respect of the tramways authorised by the "Act of 1869," and the provisions of the sections of the said Acts numbered sixty-seven, sixty-eight, and seventy-two shall apply to the tramways authorised by this Order and the tolls to be taken in respect thereof; and the provisions of section fifty-three of "The Extensions Act, 1870," shall apply to the tramways and regulate the fares to be charged to the labouring classes in like manner in every respect as if the said tramways were the tramways in the said sections mentioned: Provided always, that section sixty-seven of the Act of 1869 shall be read and have effect as if the period of one year had been mentioned therein instead of the period of three years: Provided also, that for the purposes of tolls and charges, the tramways by this Order authorised and any tramways of the Company worked in connexion therewith shall be deemed to be one continuous line of tramway.

For facilitating interchange and transmission of through traffic.

20. If the Metropolitan Board of Works at any time or times hereafter give notice in writing to the Promoters, stating that, in their opinion, the Promoters have not made or are not carrying out proper arrangements for facilitating the interchange and forwarding of traffic coming from or destined for any tramway which belongs to any other company or person, and forms an authorised junction with any of the tramways authorised by this Order, and the Promoters do not within fourteen days after delivery of such notice to them, make arrangements in that behalf to the satisfaction of the said Board, the Board of Trade may and shall from time to time, upon representation of the Metropolitan Board of Works, appoint a referee to inquire into the truth of such representation, in the manner prescribed by section sixty-three of "The Tramways Act, 1870;" and if such referee report that such representation is true, the Board of Trade may make such regulations, including, if that Board so think fit, arrangements for booking through the traffic or any part thereof, and the fixing of through fares and rates, as having regard to all the circumstances of the case, they may deem expedient for providing for such interchange and forwarding of traffic, with as little inconvenience as may be to the public, and after fourteen days from the date of the delivery of a copy of any such regulation to the Promoters the same shall be binding upon the Promoters, and may be enforced in the same manner as regulations made by the local authority under section forty-six of "The Tramways Act, 1870."

Provided always, that if and whenever the Board of Trade fix any through rate or fare under this section, they shall at the same time fix and determine the proportions in which such through rate or fare shall be divided between and belong to the Promoters and the other companies or company interested; and in fixing and determining such proportions the said Board shall take into account all the circumstances of the case, including the actual and relative cost of construction and maintenance of the respective tramways and works of the respective companies; and the said Board may from time to time rescind, alter, or vary any Order which they may make under this section.

Power to enter into traffic arrangements with tramway companies.

21. The Promoters and the Metropolitan Street Tramways Company, the North Metropolitan Tramways Company, and the London Street Tramways

Company, or any of them, may from time to time enter into and carry into effect contracts or arrangements with respect to the following purposes or any of them; that is to say,

The user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively:

The providing of rolling and working stock:

The appointment, removal, and payment of officers and servants:

The interchange, transmission, collection, and delivery of traffic coming from or destined for the undertakings of the Promoters and the said companies respectively:

The fixing, collection, division, apportionment, and appropriation by and between the Promoters and the said companies respectively of the rates, tolls, and charges upon their respective undertakings:

And all incidental matters:

Provided always, that no contract or arrangement under this section shall have any effect until the same has been approved by the Board of Trade.

Tolls on traffic conveyed partly on the tramways authorised by this Order and partly on the tramways of other companies.

22. During the continuance of any such agreement the tramways authorised by this Order and the tramways of any such company party to the agreement shall for the purposes of tolls and charges be considered as one tramway, and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the tramways authorised by this Act and partly on the tramways of such company for a less distance than three miles, tolls and charges may only be charged as for three miles; and in respect of passengers for every mile or fraction of a mile beyond three miles, tolls and charges as for one mile only; and no other short-distance charge shall be made for the conveyance of passengers partly on the tramways authorised by this Order and partly on the tramways of such company.

As to the construction of the tramways and the tramways of other companies in same streets.

23. In any case in which any of the tramways authorised by this Order are intended to be laid in any street or road along or upon which any other company have for the time being power to lay down a tramway or tramways, the works of the Promoters and such company shall be constructed in such manner, and under such regulations, and subject to such conditions as to ownership, use, maintenance, and management, as shall be agreed upon between the Promoters and such company, or as shall, in case of difference between them, be determined by an arbitrator, to be appointed, on the application of either party, by the Board of Trade; and the costs of any such arbitration shall be in the discretion of the arbitrator, and the arbitrator shall have power to make regulations with reference to the matters aforesaid or any of them, and with reference to the future use, maintenance, and management of the tramways of both or either of the parties; and if either party fail to comply with any regulations so made, they shall forfeit to the other party for every such failure the sum of one hundred pounds and the further sum of fifty pounds for every day or part of a day during which the non-compliance shall continue to exist.

Provisions as to general Acts.

24. Nothing herein contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament

A.D. 1873.

West London.

WEST LONDON TRAMWAYS.

Order empowering the West London Tramways Company, Limited, to construct a Tramway from Hammersmith to Kew Bridge in and beyond the Western Districts of the Metropolis.

1. This Order may be cited as "The West London Tramways Order, 1873."

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 on 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.

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 tramway" or "the undertaking" shall mean the tramway and works and undertaking by this Order authorised.

The Promoters.

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

5. The Promoters may, by agreement, purchase and acquire such lands as may be necessary for the purposes of the undertaking, not exceeding in the whole four acres.

Construction of Tramway.

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 tramway herein-after described, with all proper rails, plates, offices, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same.

Provided that the tramway shall be constructed as nearly as may be in the middle of the road as a single line of tramway, except at the places described in the schedule hereto, where the tramway may be constructed as a double line for the purpose of passing places.

The tramway authorised by this Order is:—

Tramway No. 9, commencing at a point in the Richmond Road at the northern approach of Kew Bridge, passing along the Great Western Road, and terminating at a point in the Broadway, in the parish of Hammersmith, marked on the said deposited plans as two miles and seven furlongs from the commencement of same tramway.

Providing for terminal station.

7. The Promoters shall not use any part of King Street or Broadway, Hammersmith, for the purpose of changing the horses drawing the cars from one end thereof to the other, but they shall, before opening the tramways for

public traffic, provide for taking the cars out of the roadway for such purpose, and the Promoters may, in order to comply with the requirements of this section, extend the tramway into land to be acquired or used by them for such purpose: Provided that any such extension shall be made only with the consent of the Metropolitan Board of Works, and according to plans previously submitted to and approved by them in writing.

Further provisions as to construction of tramway.

8. In addition to the requirements of section twenty-six of "The Tramways Act, 1870," the Promoters shall, at the same time as they give notice to the road authority in the Metropolis of their intention to open or break up any road for the purpose of making, forming, and laying down, maintaining, and renewing any of the tramways, lay before the Board of Trade a plan showing the proposed mode of construction, and a statement of the materials intended to be used therein; and the Promoters shall not in the Metropolis commence the construction of any of the tramway or part of the tramway until such plan and statement have been approved by the said Board, and after such approval the works shall be executed in accordance in all respects with such plan and statement, and under the superintendence and to the reasonable satisfaction of the surveyor for the time being of the road authority, as provided by section twenty-six of the said Act.

Promoters may be required to use improved form of rail.

9. The Board of Trade may from time to time, upon the application of the Metropolitan Board of Works, require the Promoters to adopt and apply such improvements in the tramway in the Metropolis, 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 dispatch, 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.

10. The Promoters shall at all times maintain and keep in good condition and repair, and so as not to be a danger or annoyance to the ordinary traffic, the rails of which the tramway for the time being consists, and the substructure upon which the same rest, 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 each day on which such act of omission continues; and such penalty may be recovered in manner provided by section fifty-six of the said Act.

In making tramways, Company not to prevent traffic passing along road.

11. The Promoters shall not, in the construction of the tramways in the metropolis, stop up or interfere with any road so as to prevent the passing of traffic along such road, except with the previous consent in writing of the Metropolitan Board of Works.

Saving rights of Metropolitan Board of Works to stop up, &c. streets.

12. Nothing in this Order contained shall extend or be construed to extend to alter, abridge, or take away any of the rights, powers, and privileges conferred upon the Metropolitan Board of Works by "The Metropolis Local Management Act, 1855," or any other Act relating to that Board, as to stopping for public traffic any road or street under the jurisdiction of that Board, for the purpose of constructing, repairing, and maintaining the sewers along or under any such road or street.

A.D. 1873.

West London.

Tramway to be always kept on level with surface of roads.

13. If any road authority hereafter alter the level of any road along or across which any part of 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, passing-places, &c., may be made where necessary.

14. The Promoters may from time to time hereafter, subject to the provisions of this Order, make all such crossings, passing-places, sidings, junctions, and other works in addition to or instead of 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, or for providing access to any stables or carriage sheds, or works by this Order authorised.

Provided that such crossings, passing places, sidings, junctions, and other works shall only be constructed in the Metropolis with the consent of the Metropolitan Board of Works, and in other districts with the consent of the road authority in those districts.

Traffic upon Tramways.

Passenger traffic only.

15. The tramway shall be used exclusively for the conveyance of passengers.

Tolls.

Tolls for passengers.

16. The Promoters may demand and take for every passenger travelling upon the tramway, or any part thereof, including tolls for the use of the tramway and the 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:

Provided always, that if at any time after one year from the opening for public traffic of the tramway, it is represented in writing to the Board of Trade by the local authority of any district in which such tramway 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 rates and fares 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, revoke or modify the same for good cause shown to them.

Passengers' luggage.

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

West London.

Cheap fares for labouring classes.

18. The Promoters at all times after the opening of the tramway 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 artisans, mechanics, and daily labourers, at fares 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.

As to payment of tolls.

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

Miscellaneous.

For facilitating interchange and transmission of through traffic.

20. If the Metropolitan Board of Works at any time or times hereafter give notice in writing to the Promoters, stating that, in their opinion, the Promoters have not made or are not carrying out proper arrangements for facilitating in the Metropolis the interchange and forwarding of traffic coming from or destined for any tramway which belongs to any other company or person, and forms an authorised junction with the tramway authorised by this Order, and the Promoters do not within fourteen days after delivery of such notice to them, make arrangements in that behalf to the satisfaction of the said Board, the Board of Trade may and shall from time to time, upon representation of the Metropolitan Board of Works, appoint a referee to inquire into the truth of such representation, in the manner prescribed by section sixty-three of "The Tramways Act, 1870," and if such referee report that such representation is true, the Board of Trade may make such regulations, including, if that Board so think fit, arrangements for booking through the traffic or any part thereof, and the fixing of through fares and rates, as, having regard to all the circumstances of the case, they may deem expedient for providing for such interchange and forwarding of traffic, with as little inconvenience as may be to the public, and after fourteen days from the date of the delivery of a copy of any such regulation to the Promoters the same shall be binding upon the Promoters, and may be enforced in the same manner as regulations made by the local authority under section forty-six of "The Tramways Act, 1870."

Provided always, that if and whenever the Board of Trade fix any through rate or fare under this section, they shall at the same time fix and determine the proportions in which such through rate or fare shall be divided between and belong to the Promoters and the other companies or company interested; and in fixing and determining such proportions the said Board shall take into account all the circumstances of the case, including the actual and relative cost of construction and maintenance of the respective tramways and works of the respective companies; and the said Board may from time to time rescind, alter, or vary any Order which they may make under this section.

A.D. 1873.

West London.

Provisions as to general Acts.

21. Nothing herein contained shall be deemed or construed to exempt the tramway from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament.

SCHEDULE.

List of Passing Places, each to be Eighty Feet in Length, commencing and terminating by Junctions with the Main Line.

No.	Distances on deposited Plans at which the Centre of Passing Place will be situate.	Position of Passing Places.	Width of Road.
No. 1	0 0 1½	Kew Bridge	60 0
„ 2	0 2 2½	West of Gunnersbury Lane	33 0
„ 3	0 4 2	Do. do. Station	35 0
„ 4	0 6 8½	East of Gunnersbury Station	33 0
„ 5	1 1 0	Near Turnham Green Church	37 0
„ 6	1 3 3	Windmill Place	40 0
„ 7	1 5 5	Chiswick Lane	38 0
„ 8	1 7 5	New Road	40 0
„ 9	2 2 3	Shaftesbury Road	36 3
„ 10	2 5 1	Opposite Bridge Avenue	33 0
„ 11	2 6 7	Broadway, Hammersmith	54 0

London Street.

LONDON STREET TRAMWAYS.

Order authorising the London Street Tramways Company to construct Street Tramways in the Parishes of St. Pancras and St. Mary, Islington, in the County of Middlesex.

Short title.

1. This Order may be cited as "The London Street Tramways (St. Pancras Lines) Order, 1873."

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 on 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 Act of 1870" shall in this Order mean "The London Street Tramways Act, 1870."

The Promoters.

Promoters.

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

Lands by agreement.

5. The Promoters may from time to time purchase and acquire by agreement, for the purposes of the undertaking, any quantity of land not exceeding five acres.

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 (in this Order referred to as the deposited plans and sections), the tramways herein-after described, with all proper rails, plates, offices, 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,—

A Tramway No. 14A and a Tramway No. 16*a* (being respectively 1 furlong and 5 chains in length), wholly situate respectively in the parishes of Saint Pancras and Saint Mary, Islington, commencing respectively in the Old Saint Pancras Road, otherwise Saint Pancras Road, opposite the north-western corner of the Great Northern Railway Hotel (Tramway No. 14*a*, there forming a junction with the Tramway No. 14, authorised by the the London Street Tramways Act, 1870, and Tramway No. 16*a*, there forming a junction with the Tramway No. 16, authorised by the same Act), thence passing respectively south-eastwardly along the Old Saint Pancras Road aforesaid, into and along the New Road now in course of formation from Old Saint Pancras Road aforesaid, past the eastern side of the Saint Pancras Station of the Midland Railway, into the Euston Road, and thence into and eastwardly along the Euston Road and into the Pentonville Road, and terminating respectively in the last-named road, at a point 1½ chain north-east of the Lamp Standard in the open space known as King's Cross, at the junction of the Euston, Pentonville, and Gray's Inn Roads (Tramway No. 14*a*, there forming a second junction with the Tramway No. 14, authorised by the London Street Tramways Act, 1870, and Tramway No. 16*a*, there forming a second junction with the Tramway No. 16, authorised by the same Act).

Further provisions as to construction of tramways.

7. In addition to the requirements of section twenty-six of "The Tramways Act, 1870," the Promoters shall, at the same time as they give notice to the road authority of their intention to open or break up any road for the purpose of making, forming, and laying down, maintaining, and renewing any of the tramways, lay before the Board of Trade a plan showing the proposed mode of construction, and a statement of the materials intended to be used therein.

Promoters may be required to use

8. The Board of Trade may from time to time, upon the application of the Metropolitan Board of Works, require the Promoters to adopt and apply such

A.D. 1873.

London Street.

improved form of rail.

improvements in the tramways, 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 dispatch, 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.

9. The Promoters shall at all times maintain and keep in good condition and repair, and so as not to be a danger or annoyance to the ordinary traffic, the rails of which any of the tramways for the time being consist, and the substructure upon which the same rests; 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 by the Metropolitan Board of Works only in manner provided by section fifty-six of the said Act.

Saving rights of Metropolitan Board of Works to stop up, &c. streets.

10. Nothing in this Order contained shall extend or be construed to extend to alter, abridge, or take away any of the rights, powers, and privileges conferred upon the Metropolitan Board of Works by "The Metropolis Local Management Act, 1855," or any other Act relating to that board, as to stopping for public traffic any road or street under the jurisdiction of that Board, for the purpose of constructing, repairing, and maintaining the sewers along or under any such road or street.

In making tramways, Company not to prevent traffic passing along road.

11. The Company shall not, in the construction of the tramways of the metropolis, stop up or interfere with any road so as to prevent the passing of traffic along such road, except with the previous consent in writing of the Metropolitan Board of Works.

Granite pavements temporarily taken up to be relaid.

12. Wherever the Promoters lay down any of the tramways upon any paved road in the parish of Saint Pancras, the Promoters shall re-pave the road with all the granite sets temporarily removed by them if suitable for the purpose.

As to the refuges or resting places in Saint Pancras.

13. Wherever the vestry of the parish of Saint Pancras at any time desire to construct or have constructed any refuge or resting-place in any road along which any of the tramways is laid or authorised to be laid, the Promoters shall, upon demand of the said vestry or their chief surveyor acting by their authority, make such alterations as may be necessary in the line and direction of the tramway to allow of the construction or maintenance of any such refuge or resting-place.

When works cause a diversion of traffic in Saint Pancras, diversion to be approved by surveyor.

14. Before the Promoters commence any works which require the stopping up temporarily or the diversion of any thoroughfare within the parish of Saint Pancras, or cause any obstruction to the passing of passengers or other traffic along any such thoroughfare, every such stopping-up, diversion, or obstruction shall be subject to the approval of the said vestry, or their chief surveyor acting as aforesaid; and the Promoters shall, before commencing such works, at their own expense, make all such temporary bridges or accommodation for the passage of such traffic as the said vestry, or their chief surveyor acting as aforesaid, may in writing require; and it shall be lawful for the said vestry to

employ a sufficient number of officers or servants to regulate the course of all such traffic as may be diverted by reason of any of the works by this Order authorised within the said parish, and all reasonable costs and charges occasioned by and incident to the employment of such officers or servants shall be paid, on demand, by the Promoters to the said vestry.

Completion of tramways in parish of St. Pancras.

15. All the tramways authorised by this Order to be made in the parish of St. Pancras shall be completed and opened for public traffic before the 1st day of January 1875: Provided that the completion and opening to the public of the tramways in any part of the said parish of St. Pancras may be delayed, with the consent of the vestry of St. Pancras, for any period not exceeding three calendar months beyond the said period.

As to agreement with Vestry of St. Pancras.

16. The agreement bearing date the twenty-first day of February one thousand eight hundred and seventy-two, and made between the Promoters and the vestry of the parish of Saint Pancras, shall apply to this Order, and shall be read and construed as though the twenty-ninth day of September one thousand eight hundred and seventy-four had been inserted therein instead of the twenty-ninth day of September one thousand eight hundred and seventy-three, and the interest payable under the agreement shall be computed as from the twenty-ninth day of September one thousand eight hundred and seventy-three instead of from the twenty-ninth day of September one thousand eight hundred and seventy-two.

As to settlement of differences with vestry of Saint Pancras.

17. Excepting as herein otherwise provided, any difference which may arise under this Order between the Promoters and the vestry of Saint Pancras, or their chief surveyor acting as aforesaid, shall be from time to time referred to and determined at the expense of the Promoters by an engineer to be agreed upon between the said vestry and the Promoters, or, failing any such agreement, by an engineer to be appointed, on the application of either party, by the Board of Trade.

Tramways to be always kept on level with surface of roads.

18. If any road authority hereafter alter the level of any road along and 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, passing places, &c., may be made where necessary.

19. The Promoters may from time to time hereafter, subject to the provisions of this Order, with the consent of the Metropolitan Board of Works, 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 by this Order authorised: 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 the owner or owners or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand, addressed to the Promoters, express their objection thereto.

A.D. 1873.

London Street.

Temporary tramways may be made when necessary.

20. Where by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Order is laid it shall, in the opinion of the road authority, be 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.

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

21. Any paving, metalling, or material excavated by the Promoters in the construction of the works by this Order authorised 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 tramways of the Promoters within the district of such road authority of so much of the roadway on either side of such tramways as the Promoters are required to maintain by this Order, 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 differences between the Promoters and any road authority.

Traffic upon Tramways.

Traffic upon tramways.

22. The tramways shall be used exclusively for the conveyance of passengers.

Tolls.

Tolls.

23. The Promoters may from time to time demand and take in respect of the tramways tolls and charges not exceeding those which they are authorised to take, and for the time being may lawfully take in respect of the tramways authorised by the Act of 1870, and the provisions of the sections of the said Act numbered seventy-two, seventy-three, seventy-four, and seventy-seven shall apply to the tramways and the tolls to be taken in respect thereof, in like manner in every respect as if the tramways were the tramways in the said sections mentioned: Provided always, that sections seventy-two and seventy-four of the said Act shall for the purposes of this Order be read and have effect as if the period of one year had been mentioned in section seventy-two instead of the period of three years, and as if the fares authorised by section seventy-

four to be from time to time fixed by the Board of Trade had been by the said section limited to fares not exceeding one halfpenny per mile.

Provided also, that, for the purposes of tolls and charges, the tramways by this Order authorised and any tramways of the Company worked in connexion therewith shall be deemed to be one continuous line of tramway.

London Street.

Miscellaneous.

For facilitating interchange and transmission of through traffic.

24. If the Metropolitan Board of Works at any time or times hereafter give notice in writing to the Promoters, stating that, in their opinion, the Promoters have not made or are not carrying out proper arrangements for facilitating the interchange and forwarding of traffic coming from or destined for any tramway which belongs to any other company or person, and forms an authorised junction with any of the tramways authorised by this Order, and the Promoters do not within fourteen days after the delivery of such notice to them, make arrangements in that behalf to the satisfaction of the said Board, the Board of Trade may and shall from time to time, upon representation of the Metropolitan Board of Works, appoint a referee to inquire into the truth of such representation, in the manner prescribed by section sixty-three of "The Tramways Act, 1870;" and if such referee report that such representation is true, the Board of Trade may make such regulations, including, if that Board so think fit, arrangements for booking through the traffic or any part thereof, and the fixing of through fares and rates, as, having regard to all the circumstances of the case, they may deem expedient for providing for such interchange and forwarding of traffic, with as little inconvenience as may be to the public, and after fourteen days from the date of the delivery of a copy of any such regulation to the Promoters, the same shall be binding upon the Promoters, and may be enforced in the same manner as regulations made by the local authority under section forty-six of "The Tramways Act, 1870."

Provided always, that if and whenever the Board of Trade fix any through rate or fare under this section, they shall at the same time fix and determine the proportions in which such through rate or fare shall be divided between and belong to the Promoters and the other companies or company interested; and in fixing and determining such proportions the said Board shall take into account all the circumstances of the case, including the actual and relative cost of construction and maintenance of the respective tramway and works of the respective companies; and the said Board may from time to time rescind, alter, or vary any Order which they make under this section.

Provisions as to general Acts.

25. Nothing herein contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force, or which may hereafter pass during this or any future session of Parliament.

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