

In Parliament—Session 1903.

### MID-YORKSHIRE TRAMWAYS.

(Incorporation of Company; Construction of Tramways in the West Riding of the County of York; Interference with Streets, Roads, Bridges, etc.; Street, Road and Bridge Widening and Diversions; Compulsory Purchase of Lands, etc.; Power to Purchase Parts only of Properties; Generating Stations; Electrical or other Motive Power; Gauge; Posts; Overhead Wires; Tolls; Powers to deviate Works, to remove Trees, to erect Waiting Rooms, etc.; Power to Company to subscribe to cost of "Street Work No. 3," authorized by Bingley Urban District Council Act, 1901, and to Construct, Equip, Lease and Work the Tramways authorized by the Shipley Improvement Act, 1901; to apply for Provisional Orders under the Electric Lighting Acts and to take Transfers of any such Orders; Agreements with and Powers to Local Authorities, Bodies, and Persons; Amendment or Repeal of the Provisions of Section 43 of the Tramways Act, 1870, with respect to the Acquisition of the Tramways by Local Authorities; Byelaws and Regulations; Incorporation, Amendment and Application or Repeal of Acts; other powers and purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter referred to as "the Bill") for effecting all or some of the following purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") and to authorize the Company to construct, lay down, maintain, and work the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, crossovers, triangles, waiting rooms, stables, carriage houses, engine houses, stations, sheds, buildings, works, and conveniences connected therewith respectively, and to enter upon, take, and use the lands and property required for the purposes of such tramways and works as shown on the deposited plans, and described in the deposited books of reference after mentioned, or any of them.

(In the following descriptions of the proposed tramways, narrow places, and street works, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and where any distance is given from a particular side of a street, the distance is to be taken as measured from a point at which the line of frontage of such street on the side indicated intersects, or would, if continued, intersect the centre line of the street in which the tramway is intended to be laid, and the places (if any) where any tramway will be laid along any street or road, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

#### Description of Tramways.

Tramway No. 1, commencing in the borough and parish of Keighley, in Cavendish-street at a point in line with the east side of North-street, proceeding thence along Cavendish-street and Bradford-road over the new bridge hereinafter described as "Work A," and terminating at a point 35 yards on the west side of Banks-

lane in the parish of East and West Morton in the rural district of Keighley.

Tramway No. 1 will be made or pass from, in, through or into the following parishes, that is to say, the parish of Keighley in the borough of Keighley, and the parish of East and West Morton in the rural district of Keighley.

Tramway No. 2, wholly in the parish of East and West Morton in the rural district of Keighley, commencing by a junction with Tramway No. 1 at its termination, proceeding thence along the Bradford and Keighley-road in a south-easterly direction, and terminating in that road at the northern boundary of the urban district and parish of Bingley.

Tramway No. 3, wholly in the urban district and parish of Bingley, commencing by a junction with Tramway No. 2 at its termination, proceeding thence along the Bradford and Keighley-road as far as its junction with the proposed new road to be constructed by the Bingley Urban District Council under the powers of the Bingley Urban District Council Act, 1901 (and therein called Street Work No. 3), thence along the before-mentioned proposed new road to its junction with Main-street, thence along Main-street in a south-easterly direction continuing along the main Bradford and Keighley-road, and terminating in that road at the southern boundary of the urban district and parish of Bingley by a junction with the Tramway No. 2, authorized by the Shipley Improvement Act, 1901, at its termination.

Tramway No. 4, wholly in the urban district and parish of Baildon, commencing by a junction with Tramway No. 5, at a point in Otley-road, 65 yards south-west from the north-east corner of Baildon-road at its junction with Otley-road, and proceeding thence in a northerly direction along Baildon-road, and terminating at a point 70 yards south-east from the junction of Baildon-road with Browgate.

Tramway No. 5, wholly in the urban district and parish of Baildon commencing on Baildon Bridge in the main road to Otley by a junction with the Shipley Urban District Council's authorized Tramway No. 7, and proceeding thence along the main road to Otley, and terminating in that road at the southern boundary of the parish of Esholt in the rural District of Wharfedale.

Tramway No. 6, wholly in the parish of Esholt in the rural district of Wharfedale, commencing by a junction with Tramway No. 5 at its termination, and proceeding thence along the main road to Otley, and terminating in that road, at the northern boundary of the parish of Esholt, in the rural district of Wharfedale.

Tramway No. 7, wholly in the parish of Hawksworth in the rural district of Wharfedale, commencing by a junction with Tramway No. 6, at its termination, and proceeding thence along the main road to Otley, and terminating in that road, at the northern boundary of the parish of Hawksworth in the rural district of Wharfedale.

Tramway No. 8, wholly in the parish of Menstone in the rural district of Wharfedale, commencing by a junction with Tramway No. 7 at its termination, and proceeding thence along the main road to Otley as far as the Hare and Hounds Hotel, thence in a westerly, then northerly, then westerly direction along the Bingley-road and main road to Church-lane, proceeding thence in a northerly direction along Church-lane, and Menstone lane to and terminating at the southern boundary of the