

trolley vehicles along the route of the tramways hereinafter described; that is to say:—

(1) Portion of Tramway No. 1 authorised by the Hartlepool Tramways Order, 1883, commencing at a point 1.13 chains or thereabouts measured in a north-westerly direction from the north-west corner of the Public Library at the corner of Clarence Road and Clarence Street, passing thence along and terminating in Clarence Road at the point of commencement of Tramway No. 3 authorised by the same Order.

(2) Tramway No. 3 authorised by the Hartlepool Tramways Order, 1883, commencing by a junction with Tramway No. 1 in Cleveland Road at a point $\frac{1}{2}$ chain north-east of the south-west corner of the Police Station, passing thence into and along Cambridge Road, otherwise known as Wellington Road, and terminating in Cambridge Road, otherwise known as Wellington Road at a point $\frac{1}{2}$ chain north-west of the west side of Stockton Street.

(3) Tramway No. 3 authorised by the Hartlepool Electric Tramways Order, 1895, commencing in Cambridge Road by a junction with the existing Tramway No. 3 described in and authorised by the Hartlepool Tramways Order, 1883, at the point of termination thereof and proceeding thence in a westerly direction along Cambridge Road Wellington Road Victoria Road and Grange Road and terminating at a point in that road at the termination thereof and opposite the entrance to the Ward Jackson Park.

(4) Tramway No. 1A authorised by the West Hartlepool Tramways Order, 1898, commencing by a junction with the existing tramway of the Promoters in Cleveland Road at a point .57 chain or thereabouts measured south-westwards from the north-west corner of the Public Library in Clarence Street and passing thence by a curved line along Cleveland Road and Clarence Street, and terminating in Clarence Street by a junction with the proposed Tramway No. 1 at a point 0.424 chain or thereabouts measured north-

easterly from the said north-west corner of the Public Library in Clarence Street.

And whereas the Corporation have applied to the Minister of Transport for an Order to authorise the permanent discontinuance and abandonment by them of the tramways hereinbefore described.

Now therefore the Minister of Transport in exercise of the powers in that behalf conferred on him by the said Section 17 of the Act of 1923 and of any and every other power thereunto him enabling hereby orders as follows:—

(1) The Corporation may and shall forthwith abandon and discontinue the tramways hereinbefore described and shall with all reasonable despatch remove the rails of the said tramways and restore the portion of the road upon which such rails are laid to as good a condition as that in which it was before such rails were laid down.

(2) As from the date of this Order the powers and obligations of the Corporation to run services of tramcars on the said tramways under any Act or Order shall cease, and as from the date on which the removal of the rails of the said tramways and the restoration of the road upon which the same are laid shall be duly completed all other powers liabilities duties or obligations conferred or imposed on the Corporation by any Act or Order relating to the said tramways shall cease except so far as such powers liabilities duties or obligations are applicable or relate to the trolley vehicles of the Corporation.

(3) This Order may be cited as the West Hartlepool Corporation (Tramways Abandonment) Order, 1926.

Given under the official seal of the Minister of Transport this twenty-first day of July, 1926.

E. W. ROWNTREE,
Assistant Secretary,
Ministry of Transport.

(L.S.)
3341/FBT.

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