



**CHAPTER clxviii.**

An Act to authorise the Bristol Tramways and Carriage Company Limited to extend their Tramways and to confer further powers upon that Company. A.D. 1898.

[25th July 1898.]

**W**HEREAS the Bristol Tramways and Carriage Company Limited (in this Act called "the Company") are the owners of an extensive system of tramways in the city and county of Bristol and the neighbourhood thereof:

And whereas it is expedient that the Company be empowered to extend their tramways by the construction of the additional tramways by this Act authorised and in connexion with such construction to widen the roadways of certain streets and roads in the said city:

And whereas plans and sections showing the lines and levels of the tramways and works by this Act authorised and the land to be taken for the purposes of the intended widenings and books of reference thereto have been deposited with the clerks of the peace for the counties of Gloucester and Somerset and the city and county of Bristol respectively and are in this Act respectively referred to as the deposited plans sections and books of reference:

And whereas the time for completion and opening for public traffic of Tramway No. 4 authorised by the Bristol Tramways (Extension) Order 1891 has been extended by the Board of Trade to the twenty-eighth day of October one thousand eight hundred and ninety-eight:

And whereas the purposes of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal

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A.D. 1898. — 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 Bristol Tramways (Extensions) Act 1898.

Incorporation of general Acts. **2.** The Lands Clauses Acts and section 3 (Interpretation of terms) section 19 (Local authority may lease or take tolls) Part II. (Construction of tramways) and Part III. (General provisions) of the Tramways Act 1870 are (except where expressly varied by this Act) incorporated with and form part of this Act Provided that for the purposes of this Act where any tramway by this Act authorised is situate in the parish of Brislington the rural district council of Keynsham shall be deemed the local authority in lieu of the parish council of Brislington anything in section 3 and Part I. of Schedule A. of the Tramways Act 1870 to the contrary notwithstanding:

Provided also that the provisions of section 30 of the Tramways Act 1870 shall apply in relation to any alteration of or interference with any telegraphic line of the Postmaster-General subject to the following condition (that is to say) That all works to be executed by the Company in pursuance of that section in relation to any lowering or alteration of the telegraphic lines of the Postmaster-General or to the provision of telegraphic lines for the use of the Postmaster-General shall if the Postmaster-General so desire be executed by the Postmaster-General or his officers at the expense of the Company The expression "telegraphic line" in this section has the same meaning as in the Telegraph Act 1878 Provided also that any difference arising between the Postmaster-General and the Company in regard to any such alteration or interference or proposed alteration or interference shall be deemed a matter of difference within the meaning of section 33 of the Tramways Act 1870.

Interpretation. **3.** In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction:

The expression "the tramways" means the tramways by this Act authorised:

The expression "the Company's authorised tramways" means the tramways authorised by the following Orders and Acts:—

- The Bristol Corporation Tramways Order 1872;
- The Bristol and Eastern District Tramways Order 1875;
- The Bristol Tramways (Extension) Order 1876;



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The Bristol Tramways (Extensions) Order 1877 ;  
The Bristol Tramways (Extensions) Order 1879 ;  
The Bristol Tramways (Extensions) Order 1880 ;  
The Bristol Tramways (Extensions) Order 1881 ;  
The Bristol Tramways (Extensions) Order 1882 ;  
The Bristol Tramways Order 1887 ;  
The Bristol Tramways (Extension) Order 1891 (in this Act  
called "the Order of 1891");  
The Bristol Tramways Act 1894 ;  
The Bristol Tramways Order 1896 ; and  
The Bristol Tramways Act 1897 :

The expression "the undertaking" means the undertaking of  
the Company authorised by such Orders and Acts and by this  
Act :

The expression "the said city" means the city and county of  
Bristol :

The expression "the corporation" means the mayor aldermen  
and burgesses of the said city.

4. Subject to the provisions of this Act the Company shall make  
form lay down work use and maintain the tramways herein-after  
described in the lines and according to the levels shown on the  
deposited plans and sections and in all respects in accordance with  
those plans and sections except where the same are varied by the  
provisions of this Act with all proper rails plates posts tubes wires  
apparatus works and conveniences connected therewith The  
tramways herein-before referred to and authorised by this Act will  
be situate in the following parishes namely the parishes of Bristol  
Horfield Brislington and Bedminster all in the said city the parish  
of Horfield in the county of Gloucester and the parish of Brislington  
in the county of Somerset and are—

Power to  
make tram-  
ways.

Tramway No. 1 a double line 2·30 chains in length wholly  
situate in the parish of Bedminster commencing in Bath Road  
by a junction with Tramway No. 4 authorised by the said  
Order of 1891 at a point 3·30 chains or thereabouts westward  
from a point in the said road opposite or nearly opposite the  
centre of the entrance gates to Arno's Vale Cemetery and  
terminating in the said road at a point 2·30 chains or  
thereabouts eastward from its commencement :

Tramway No. 3 1 mile 5·84 chains in length of which 7 furlongs  
4·12 chains shall be laid as a double line and 1 furlong  
1·72 chains as a single line commencing in the parish of  
Bedminster in Bath Road by a junction with Tramway No. 1  
at its termination namely at a point 1·00 chain or thereabouts

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westward from a point in the roadway opposite or nearly opposite the centre of the entrance gates to Arno's Vale Cemetery passing thence in an easterly and south-easterly direction along Bath Road and terminating therein in the parish of Brislington in the county of Somerset at a point 3·42 chains or thereabouts south-easterly from a point in Bath Road opposite or nearly opposite the south-east corner of the King's Arms public-house :

Tramway No. 4 1 mile 1 furlong 5·30 chains in length of which 7 furlongs 6·90 chains shall be laid as a double line 1 furlong 7·50 chains as an interlacing line and 0·90 chain as a single line commencing in the parish of Bristol by a junction with the Company's existing tramway in Bath Road at a point 3·00 chains or thereabouts measured in a northerly direction from the termination of the existing tramway passing thence in a southerly and south-easterly direction along Bath Road and into and along Wells Road and terminating therein in Knowle in the parish of Bedminster at a point 2·10 chains or thereabouts southward from a point in the roadway opposite or nearly opposite the entrance to the Red Lion public-house :

Tramway No. 5 a double line 2·30 chains in length wholly situate in the parish of Bristol commencing in Redcliff Street by a junction with the Company's existing tramway at a point 1·02 chains or thereabouts northward from the intersection of the centre lines of Thomas Lane and Redcliff Street and terminating in the last-named street by a junction with the Company's existing tramway at a point 2·30 chains or thereabouts southward from the commencement of the tramway :

Tramway No. 6 a double line 1·96 chains in length wholly situate in the parish of Bristol commencing by a junction with the Company's existing tramway in Redcliff Street at a point 0·10 chain or thereabouts southward from the intersection of the centre lines of Ferry Street and Redcliff Street and terminating in the last-named street by a junction with the Company's existing tramway at a point 1·96 chains or thereabouts southward from the commencement of the tramway :

Tramway No. 7 3 furlongs 1·40 chains in length of which 3 furlongs 0·50 chain shall be laid as a double line and 0·90 chain as a single line commencing in the parish of Bristol in Ashton Road by a junction with the Company's existing tramway at a point 2·36 chains or thereabouts north-eastward from the intersection of the centre lines of Lower Baynton



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Buildings and Ashton Road passing thence in a south-westerly direction along Ashton Road and terminating therein in the parish of Bristol at the city boundary :

Tramway No. 8 6 furlongs 0·15 chain in length of which 5 furlongs 1·10 chains shall be laid as a double line 8·15 chains as an interlacing line and 0·90 chain as a single line commencing in the parish of Bristol by a junction with the Company's existing tramway at or near the intersection of the centre lines of Cannon Street and East Street Bedminster passing thence in a southerly and south-westerly direction into and along West Street and Bridgwater Road and terminating in Bridgwater Road in the parish of Bedminster opposite or nearly opposite the centre of the entrance to the Miners Arms public-house :

Tramway No. 9 a double line 1 furlong 0·48 chain in length wholly situate in the parish of Bristol commencing by a junction with the Company's existing tramway in the roadway on the eastern side of Colston Avenue at a point 1·72 chains or thereabouts eastward from the eastern corner of the triangular space known as the Tramways Centre passing thence along the said roadway Stone Bridge and Rupert Street and terminating in Rupert Street by a junction with the Company's existing tramway at a point 0·30 chain or thereabouts northward from a point in the roadway opposite or nearly opposite the south-eastern corner of Rupert Street :

Tramway No. 10 a double line 2·96 chains in length wholly situate in the parish of Bristol commencing by a junction with the Company's existing tramway in Rupert Street at a point 1·20 chains or thereabouts northward from the intersection of the centre lines of Christmas Street and Rupert Street passing thence in a northerly and easterly direction along Rupert Street and terminating therein by a junction with the Company's existing tramway at a point 1·60 chains or thereabouts eastward from the intersection of the centre lines of St. John's Bridge and Rupert Street :

Tramway No. 11 a double line 2·83 chains in length wholly situate in the parish of Bristol commencing in Rupert Street by a junction with the Company's existing tramway at a point 2·08 chains or thereabouts south-westward from the intersection of the centre lines of Bridewell Street and Rupert Street and terminating in the last-named street by a junction with the Company's existing tramway at a point 0·75 chain or thereabouts north-eastward from the intersection of the centre lines of Bridewell Street and Rupert Street :

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Tramway No. 12 5·40 chains in length of which 1·70 chains shall be laid as a double line and 3·70 chains as an interlacing line wholly situate in the parish of Bristol commencing by a junction with the Company's existing tramway in Lower Maudlin Street at a point 0·32 chain or thereabouts north-westerly from the intersection of the centre lines of Harford Street and Lower Maudlin Street and terminating in the last-named street by a junction with the Company's existing tramway at a point 0·49 chain or thereabouts south-eastward from a point in the said roadway opposite or nearly opposite the south-western corner of the Bristol Royal Infirmary :

Tramway No. 14 1 furlong 3·14 chains in length of which 6·68 chains shall be laid as a double line and 6·46 chains as a single line wholly situate in the parish of Bristol commencing by a junction with the Company's existing tramway in North Street at a point 0·64 chain or thereabouts southward from a point in North Street opposite or nearly opposite the south-west corner of Cumberland Street passing thence in a southerly direction into and along Barr's Street Old King Street and Merchant Street and terminating in Merchant Street by a junction with the eastern line of the Company's existing tramway at a point 0·75 chain or thereabouts southward from the intersection of the centre lines of Rosemary Street and Merchant Street :

Tramway No. 15 a double line 5·93 chains in length wholly situate in the parish of Bristol commencing in Stokes Croft by a junction with the Company's existing tramway at a point 0·52 chain or thereabouts northward from the intersection of the centre lines of King's Square Avenue and Stokes Croft and terminating in the last-named street or road by a junction with the Company's existing tramway at a point 0·41 chain or thereabouts southward from the intersection of the centre lines of Hillgrove Street and Stokes Croft :

Tramway No. 18 a double line 3·02 chains in length wholly situate in the parish of Bristol commencing by a junction with the Company's existing tramway in Cheltenham Road at a point 7·67 chains or thereabouts southward from the intersection of the centre lines of Brookfield Road and Cheltenham Road and terminating in the last-named road at a point 3·02 chains or thereabouts northward from its commencement :

Tramway No. 19 a double line 2·95 chains in length wholly situate in the parish of Bristol commencing by a junction with the Company's existing tramway in Cheltenham Road at a point 4·09 chains or thereabouts southward from the intersection of



the centre lines of Brookfield Road and Cheltenham Road and terminating in the last-named road at a point 2·95 chains or thereabouts northward from its commencement: A.D. 1898.

Tramway No. 20 4 furlongs 9·60 chains in length of which 4 furlongs 8·70 chains shall be laid as a double line and 0·90 chain as a single line commencing in the parish of Horfield in the said city in Gloucester Road by a junction with the Company's existing tramway at a point 1·27 chains or thereabouts southward from the intersection of the centre lines of Church Road and Gloucester Road and terminating in the last-named road in the parish of Horfield in the county of Gloucester opposite or nearly opposite the south-west corner of Horfield Barracks:

Tramway No. 21 a double line 1·50 chains in length wholly situate in the parish of Bristol commencing in Cheltenham Road by a junction with the Company's existing tramway at a point 1·03 chains or thereabouts southward from the intersection of the centre lines of Zetland Road and Gloucester Road passing thence in a northerly and westerly direction into and along Zetland Road and terminating therein at a point 1·00 chain or thereabouts south-westward from the intersection of the centre lines of Zetland Road and Gloucester Road:

Tramway No. 22 6 furlongs 9·22 chains in length of which 5 furlongs 3·42 chains shall be laid as a double line and 1 furlong 5·80 chains as a single line commencing in the parish of Horfield in the said city by a junction with the Company's existing tramway in Gloucester Road at a point 1·05 chains or thereabouts northward from the intersection of the centre lines of Zetland Road and Gloucester Road passing thence in a south-westerly direction into and along Zetland Road and South Road northerly into and along Redland Grove westerly into and along Redland Road and terminating in Redland Road in the parish of Bristol at a point 0·56 chain or thereabouts south-eastward from the intersection of the centre lines of Manor Park Road and Redland Road:

Tramway No. 23 a double line 1 furlong 9·00 chains in length wholly situate in the parish of Bristol commencing by a junction with the termination of Tramway No. 22 in Redland Road passing thence in a westerly direction into and along Redland Hill and terminating therein at a point 1·40 chains or thereabouts eastward from the intersection of the centre lines of Westbury Road and Redland Hill:

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Tramway No. 25 1 furlong 9·70 chains in length of which 1 furlong 8·90 chains shall be laid as a double line and 0·80 chain as a single line wholly situate in the parish of Bristol commencing in White Ladies Road by a junction with the Company's existing tramway at a point 2·45 chains or thereabouts south-eastward from the intersection of the centre lines of Apsley Road and White Ladies Road passing thence in a north-westerly direction into and along Blackboy Hill and Stoke Road and terminating in Stoke Road at a point 1·25 chains or thereabouts north-westward from the intersection of the centre lines of Upper Belgrave Road and Stoke Road :

Tramway No. 26 1 furlong 3·67 chains in length of which 1 furlong 0·92 chain shall be laid as a double line and 2·75 chains as a single line wholly situate in the parish of Bristol commencing by a junction with the termination of Tramway No. 23 in Redland Hill passing thence in a westerly and south-westerly direction into and along the roadway bounding Durdham Down on its south-eastern side and Upper Belgrave Road and terminating in Upper Belgrave Road at a point 7·15 chains or thereabouts south-westward from the intersection of the centre lines of Stoke Road and the roadway bounding Durdham Down on its south-eastern side :

Tramway No. 27 7·74 chains in length of which 4·28 chains shall be laid as a double line and 3·46 chains as a single line wholly situate in the parish of Bristol commencing in Stoke Road by a junction with Tramway No. 25 at a point 1·23 chains or thereabouts south-eastward from the intersection of the centre lines of Stoke Road and Upper Belgrave Road passing thence in a westerly and south-westerly direction into and along Upper Belgrave Road and terminating therein by a junction with Tramway No. 26 at a point 3·24 chains or thereabouts south-westward from the intersection of the centre lines of High Street and Upper Belgrave Road :

Tramway No. 28 a double line 1 furlong 4·10 chains in length wholly situate in the parish of Bristol commencing in Hotwell Road by a junction with the Company's existing tramway at a point 0·25 chain or thereabouts southward from a point in the roadway opposite or nearly opposite the centre of the entrance to Hotwells Station passing thence in a southerly direction and terminating in Hotwell Road by a junction with the Company's existing tramway at a point 0·52 chain or thereabouts northward from a point in that road opposite or nearly opposite the centre of the entrance to the Clifton Rocks Railway :



Tramway No. 29 a double line 2·20 chains in length wholly situate in the parish of Bristol commencing by a junction with the Company's existing tramway in Hotwell Road at a point 4·15 chains or thereabouts westward from the intersection of the centre lines of Blackhorse Lane and Hotwell Road and terminating in the last-named road by a junction with the Company's existing tramway at a point 2·20 chains or thereabouts eastward from its commencement :

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Tramway No. 30 a double line 3·16 chains in length wholly situate in the parish of Bristol commencing in Colston Street by a junction with the Company's existing tramway at a point 0·36 chain or thereabouts northward from a point in Colston Street opposite or nearly opposite the south-eastern corner of Lower Park Row and terminating in Colston Street at a point 3·16 chains or thereabouts northward from its commencement.

The tramways as above described will or may in some instances be laid in substitution for the existing tramways or portions thereof situate in the same streets respectively.

Tramway No. 15 shall not be constructed until the proposed widening of the roadway of Stokes Croft herein-after mentioned is effected.

Tramways Nos. 3 4 5 7 8 9 12 14 21 22 26 and 27 shall be laid in the lines shown on and in all respects in accordance with plans in triplicate signed by the Right Honourable James William Lowther the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred one copy of which plans shall be deposited in the Office of the Clerk of the Parliaments House of Lords another copy in the Private Bill Office of the House of Commons and the third copy with the town clerk of the said city at the Council House Bristol Tramway No. 21 shall not be constructed without the consent in writing of the corporation.

Tramway No. 30 shall be so constructed and maintained that at all times hereafter a space of not less than nine feet six inches shall intervene between the nearest rail and the outside of the footpath on the east side of the road notwithstanding the provisions of sections 28 and 37 of this Act and the provisions of any Act incorporated therewith.

5. The tramways shall subject to the provisions of this Act be commenced and Tramway No. 4 authorised by the Order

Commence-  
ment and  
completion

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of tram-  
ways.

of 1891 shall subject to the provisions of that Order be commenced forthwith after the following dates (that is to say) :—

As to Tramway No. 15 forthwith after the widening of the road in which it will be laid shall have been completed in accordance with the provisions of this Act ;

As to Tramway No. 21 forthwith after the consent of the corporation shall have been given thereto ;

As to the remainder of the tramways forthwith after the passing of this Act ;

As to Tramway No. 4 authorised by the Order of 1891 forthwith after the passing of this Act.

The Company after they shall have commenced any tramway shall complete the same with all reasonable dispatch and if the Company shall fail so to commence any such tramway or having commenced the same shall fail so to complete the same the Board of Trade may on the application of the corporation by order require the Company to lay down and complete such tramway within such time as the said Board may fix. If the Company shall fail to comply with such order they shall in the case of every tramway as to which such failure shall occur be liable to a penalty not exceeding ten pounds for every day during which such failure shall continue.

If the tramways are not completed within three years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the tramways or otherwise in relation thereto shall cease except as to so much thereof as is then completed.

Wood  
paving.

6. The Company shall pave with wood to the satisfaction of the corporation—

(A) So much of the roadways on which Tramway No. 4 authorised by the Order of 1891 and Tramways Nos. 1 7 8 21 25 26 and 27 authorised by this Act shall be laid ;

(B) So much of the roadways of Zetland Road South Road Redland Grove and Redland Road between Redland Grove and Lower Redland Road and between the entrance to Redland Green and Manor Park Road all in the said city ; and

(C) So much of the roadway of Redland Hill in the said city (except where the gradient of the roadway amounts to or exceeds 1 in  $11\frac{1}{2}$ ) ;

as lies between the rails of the tramways to be laid in the said respective roads and so much of the roadway as extends eighteen inches beyond the rails of and on each side of such tramways and also



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(where double lines shall be laid in those roads) the portion of the roadway between such double lines : A.D. 1898.

Provided that wherever the Company are by this section required to pave with wood such requirement shall not have effect with reference to the eighteen inches beyond the rails of and on each side of any tramway or tramways unless and until the corporation shall have paved with wood the remainder of the roadway.

7. Where any of the tramways or Tramway No. 4 authorised by the Order of 1891 shall interfere with the manholes of any sewers belonging to the corporation the Company shall construct side entrances to such sewers at such places as the city engineer of Bristol shall in his absolute discretion (notwithstanding any provision of the Tramways Act 1870) require and to his satisfaction and all such side entrances shall be constructed under the direction superintendence and control of the said city engineer but at the cost of the Company. Side entrances to sewers.

8. Where any of the tramways or any of the road widenings or works by this Act authorised shall interfere with any lamp-posts water troughs boundary stones cab stands cab shelters stand-pipes urinals mooring posts or mooring rings belonging to the corporation the Company shall remove the same to and re-erect the same in such places in the highway or on lands belonging to the corporation as the said city engineer shall in his absolute discretion (notwithstanding any provision of the Tramways Act 1870) require and to his satisfaction and such removal and re-erection shall be done under the direction superintendence and control of the said city engineer but at the cost of the Company. Interference with lamp-posts &c. of corporation.

9. The following provisions for the protection of the Great Western Railway Company (in this and the following section called "the Great Western Company") shall unless otherwise agreed between the Company and the Great Western Company apply and have effect (that is to say) :— For protection of Great Western Railway Company.

(A) Where any tramway by this Act authorised will pass over railway bridges belonging to the Great Western Company the same shall be constructed under the superintendence and to the reasonable satisfaction of the Great Western Company unless after notice to be given by the Company fourteen days at least before the commencement of the work such superintendence is refused or withheld and in accordance with plans previously submitted to and approved by the Great Western Company and in the event of any difference arising between the Great Western Company and the Company then in accordance

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with plans approved by the Board of Trade and if the Great Western Company shall not give notice to the Company of their disapproval of the plans within fourteen days after the same shall have been submitted to them they shall be deemed to have approved the same :

(B) No part of Tramways Nos. 3 and 7 where they pass on or over the bridge or the approaches thereto respectively carrying Bath Road and Ashton Road Bristol respectively over the railway of the Great Western Company shall be used as a turnout :

(c) The Company shall be responsible for and make good to the Great Western Company all losses damages and expenses which may be occasioned to them or any of their works or property or to the traffic on their railways or to any company or persons using the same or otherwise during the execution or by reason of the failure of any of the intended works on or over the said bridges and approaches or of any act default or omission of the Company or of any person in their employ or of their contractors in connexion with the said works and the Company shall effectually indemnify and hold harmless the Great Western Company from all claims and demands upon or against them, by reason of such execution or failure and of any such act default or omission.

Cesser of  
powers for  
construction  
of portion  
of Tramway  
No. 7.

10. Whereas the Great Western Company are promoting in the present session of Parliament a Bill to authorise them to lengthen the bridge in the parish of Bristol which carries Ashton Road over their railway over which bridge and the approaches thereto Tramway No. 7 by this Act authorised is intended to cross Now therefore nothing in this Act contained shall empower the Company to make form or lay down the Tramway No. 7 by this Act authorised across the said bridge and approaches until the said bridge shall have been so lengthened Provided always that if at the expiration of two years from the passing of this Act the construction of such lengthening of bridge shall not have been completed the Company shall and may proceed with the construction of Tramway No. 7 over the said bridge and the approaches thereto Provided further that if at any time after the construction of Tramway No. 7 the Great Western Company require to construct the said lengthening of bridge they shall be at liberty to require the Company to take up so much of the said tramway as may be necessary in the opinion of the principal engineer of the Great Western Company and to relay the same on the completion of the said lengthening of bridge in such position as may be agreed upon between the said principal



engineer and the engineer of the Company or in the event of difference as may be determined by an arbitrator to be appointed on the application of either party by the Board of Trade without being liable to pay compensation in respect of such taking up and relaying of the said portion of Tramway No. 7 or of the stoppage of the traffic of the Company thereover Provided that all charges of and incident to such taking up and relaying of the portion of Tramway No. 7 above referred to shall be borne and paid by the Great Western Company.

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11. If there be any omission mis-statement or wrong description of any lands or of the owners lessees or occupiers of any lands shown on the deposited plans or specified in the deposited books of reference the Company after giving ten days notice to the owners lessees and occupiers of the land in question may apply to two justices acting for the county in which such land is situate for the correction thereof and if it appears to the justices that the omission mis-statement or wrong description arose from mistake they shall certify the same accordingly and they shall in their certificate state the particulars of the omission and in what respect any such matter is mis-stated or wrongly described and such certificate shall be deposited with the clerk of the peace for the said county and a duplicate thereof shall also be deposited with the parish clerks of the several parishes in which the lands affected thereby are situate and such certificate and duplicate respectively shall be kept by such clerk of the peace and parish clerks respectively with the other documents to which the same relate and thereupon the deposited plans and books of reference shall be deemed to be corrected according to such certificate and it shall be lawful for the Company to take the lands and execute the works in accordance with such certificate.

Correction of errors &c. in deposited plans and books of reference.

12. Subject to the provisions of this Act and in accordance with the deposited plans the Company shall forthwith widen the following streets and roads in the said city namely :—

Parish of Bristol—

The roadway of Stokes Croft on its western side between King's Square Avenue and Hillgrove Street ;

The roadways of Zetland Road and Cheltenham Road on the southerly side of Zetland Road at its south-eastern corner where it joins Cheltenham Road ;

The roadway of Zetland Road on the northerly side at the north-eastern end thereof between Elton Road and Cranbrook Road :

Power to Company to widen certain streets and roads.

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A.D. 1898. — And for that purpose they shall forthwith after the passing of this Act enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for that purpose.

Owners may be required to sell parts only of certain lands and buildings.

13. And whereas in the construction of the road widening and works by this Act authorised or otherwise in the exercise by the Company of the powers of this Act it may happen that portions only of certain lands buildings or manufactories shown on the deposited plans will be sufficient for the purposes of the Company and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore the owners of and persons interested in the lands buildings or manufactories described in the First Schedule to this Act and whereof parts only are required for the purposes of the Company may if such portions can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of the said properties without material detriment thereto (the proof that such portions can be so severed resting with the Company) be required to sell and convey to the Company the portions only of the properties so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof and other persons interested therein by severance or otherwise.

Period for compulsory purchase of lands by Company.

14. The powers granted by this Act to the Company for the compulsory purchase of lands shall cease after the expiration of three years from the passing of this Act.

Purchase of lands by agreement.

15. In addition to the other lands which the Company are already or by this Act authorised to purchase and acquire they may purchase or acquire by agreement for the purposes of their undertaking and may hold any lands not exceeding five acres and they may on such lands and on any lands purchased or acquired under the authority of this Act erect or construct and hold yards wharves offices buildings places sidings works and other conveniences in connexion with their undertaking but nothing in this Act shall exonerate the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them on any land purchased or acquired by agreement under the powers of this section.

Restriction on taking

16. The Company shall not under the powers of this Act purchase or acquire in any city borough or other urban district



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or in any parish or part of a parish not being within an urban district ten or more houses which on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers or without the consent of the Local Government Board ten or more houses which were not so occupied on the said fifteenth day of December but have been or shall be subsequently so occupied.

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houses of  
labouring  
class.

For the purposes of this section the expression "labouring class" means mechanics artizans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

17. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water in which other persons than the grantors have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants easements rights and privileges as aforesaid respectively.

Power to  
grant ease-  
ments &c. by  
agreement.

18. So soon as the Company shall have obtained possession of the lands delineated on the deposited plans and described in the deposited books of reference and required for the purpose of widening the streets and roads by this Act authorised they shall forthwith at their own expense widen the roadways thereof in such manner and shall level pave metal flag channel and make good the widenings with such materials and in such manner as the corporation in their absolute discretion (notwithstanding any provision of the Tramways Act 1870) shall require and for the purpose of such widenings the corporation shall allow the Company to take and use so much of the said lands as belongs to the corporation without payment or compensation The said widenings when completed shall vest in the corporation as the urban sanitary authority for the said city as part of the highways of the said city repairable by the inhabitants at large.

Paving of  
streets and  
roads when  
widened.

19. The corporation shall contribute one half of the cost of the road widening of Zetland Road between Elton Road and Cranbrook Road and one third of the cost of the road widening in

Contribu-  
tion by cor-  
poration  
to road  
widenings.

[Ch. clxviii.] *Bristol Tramways (Extensions)* [61 & 62 VICT.]  
Act, 1898.

A.D. 1898. Stokes Croft such cost in each case to include all outlay for lands works legal and other costs charges and expenses whatsoever other than the costs charges and expenses of this Act as herein-after defined and they may borrow for the purposes of such contribution any money that may be required in the same manner as and subject to the conditions and stipulations under which a local authority may borrow money for permanent works under the provisions of the Public Health Act 1875.

Period or completion of road widenings.

20. If the road widenings by this Act authorised are not completed within three years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for such widenings or otherwise in relation thereto shall cease except as to so much thereof as is completed.

Gauge of tramways.

21. The tramways shall be constructed on a gauge of four feet eight and a half inches.

For protection of Bristol Waterworks Company and Bristol Gas Company.

22. If the Company desire under the authority of this Act to do any act which shall or may render necessary the removal displacement or duplication of any of the then existing mains or pipes valves syphons plugs or apparatus or other works belonging to or controlled by the Bristol Waterworks Company or the Bristol Gas Company the Company shall give to the company to be affected by such act fourteen days notice in writing of such desire and such company shall forthwith (without prejudice nevertheless to the protection afforded them by the Tramways Act 1870 and subject to the proviso in this section herein-after contained) make such removal displacement or duplication as may be necessary and do all works incident thereto and all expenses to be thereby incurred shall be defrayed by the Company Provided always that if the Company are of opinion that such act does not render necessary any such duplication the question as to the necessity thereof shall be determined by an arbitrator to be appointed by the Board of Trade on the application of either party and such arbitrator shall also determine as to whether the whole or if not the whole what proportion of the costs of such duplication shall be paid by the Company and by whom the costs of the arbitration and award shall be borne but without prejudice to any existing rights of the Company or of either of the said companies to refer any question other than the necessity of such duplication to arbitration under the provisions of the Tramways Act 1870 Nothing contained in this Act shall interfere with the exercise by either of the said companies of the powers and privileges conferred upon them respectively by any Acts or Act of Parliament of laying down and maintaining and



as occasion may require of repairing and altering any mains or pipes in and under any of the roads upon which the tramways may be laid or works executed under the authority of this Act And the provisions of the Tramways Act 1870 shall extend and apply to all works by this Act authorised and to the Company in respect thereof and the provisions of that Act in favour of the local authority or the road authority shall be extended to and include each of the said companies.

A.D. 1898.

**23.** In addition to the requirements of section 26 of the Tramways Act 1870 the Company 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 constructing laying down maintaining or renewing any of the tramways lay before the Board of Trade and as to tramways within the said city before the corporation a plan showing the proposed mode of constructing laying down maintaining and renewing such tramways and a statement of the materials intended to be used therein and the Company shall not commence the construction laying down maintenance or renewal of any of the tramways or part of any of the tramways respectively except for the purpose of necessary repairs until such plan and statement have been approved by the Board of Trade and as to tramways within the said city by the corporation 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 of the road authority as provided by section 26 of the said Act.

Provision  
as to con-  
struction of  
tramways.

**24.** The rails of the tramways shall be such as the Board of Trade may approve.

As to rails  
of tramways.

**25.** The Company shall at all times maintain and keep in good condition and repair to the satisfaction of the road authority 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 rest and if the Company at any time make default in complying with this provision or with any of the requirements of section 28 of the Tramways Act 1870 they shall for every such offence be liable to a penalty not exceeding five pounds and in case of a continuing offence to a further penalty not exceeding five pounds for every day after the first on which such default continues and such penalty may be recovered as by section 56 of the said Act is provided.

Penalty for  
not main-  
taining rails  
and roads  
in good con-  
dition.

In any case in which it is represented in writing to the Board of Trade by the road authority of any district in which the tramways

A.D. 1898. or any portion thereof are or is situate or by twenty inhabitant ratepayers of such district that the Company have made any such default as aforesaid the Board of Trade may if they think fit direct an inspection by an officer to be appointed by the said Board and if such officer report that the default mentioned in such representation has been proved to his satisfaction then and in every such case a copy of such report certified by the Board of Trade may be adduced as evidence of such default and of the liability of the Company to such penalty or penalties in respect thereof as is or are imposed by this section.

Local authority to have access to sewers.

**26.** Every local authority shall at all times have free access to and communication with all their sewers and drains and power to lay lateral and private drains to communicate therewith without the consent or concurrence of the Company and the provisions contained in sections 32 and 33 of the Tramways Act 1870 shall be applicable in the case of any sewer or private drain of or under the control of the local authority as if the same were a pipe for the supply of gas or water.

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

**27.** 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 Company 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.

Power to make additional crossings &c.

**28.** The Company may subject to the provisions of this Act make maintain alter and remove all such crossings passing places sidings junctions and other works in addition to those particularly specified in and authorised by this Act as may from time to time be necessary or convenient for the efficient working of the tramways or any of them or for providing access to any stables engine houses generating stations carriage houses sheds or works of the Company subject to the approval of the road authority Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road if one third of the owners or one third of the occupiers of the houses shops or warehouses abutting on the place where such less space shall intervene shall by writing under their hands addressed and delivered to the Company within three weeks after receiving from the Company notice in writing of their intention express their objection thereto.

The provisions of this section shall not apply to the single line of tramway which the Company have laid down in Colston Street.



[61 & 62 Vict.] *Bristol Tramways (Extensions)* [Ch. clxviii.]  
*Act, 1898.*

**29.** Where by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways is laid it is in the opinion of the road authority necessary or expedient temporarily to remove or discontinue the use of such tramway or any part thereof the Company may with the consent of the road authority and 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 in lieu of the tramway or part of a tramway so removed or discontinued. If any difference arise between the Company and any road authority with respect to the reasonableness of any conditions or regulations or with respect to the mode of constructing any temporary tramway under the authority of this section the same shall be settled in the manner specified in section 33 of the Tramways Act 1870 for the settlement of the differences in the said section mentioned.

A.D. 1898.  
 Temporary tramways.

**30.** If and whenever the corporation or the county council of Somerset shall have altered or widened any road or part of a road in which any of the tramways or part of the tramways is laid the corporation or the said county council may if they think fit (having given at least one month's previous notice in writing to the Company) require the Company to alter any such tramway or part of the tramways or to remove the same to such position as the corporation or the said county council may require and the company shall with all reasonable dispatch proceed to alter or remove such tramway or part of a tramway accordingly at their own expense and without any claim for compensation against the corporation or the said county council in respect of such removal or alteration for any loss of traffic or otherwise consequent thereon. Provided always that in making any alteration or removal under this section no rail shall be so laid that a less space than nine feet six inches will intervene between it and the outside of the footpath on either side of the road.

In case of alteration of roads Company to alter or remove tramways.

**31.** If the corporation within the said city or the Gloucestershire County Council within the county of Gloucester shall alter the material with which the whole or any part of any road (in which any of the tramways or part of the tramways is laid) is paved they may in their absolute discretion (notwithstanding any provision of the Tramways Act 1870) by notice in writing to the Company require the Company at their own expense to forthwith pave (to the extent of such tramway or part of the tramways) in such

Corporation may require Company to alter paving material of roads.

[Ch. clxviii.] *Bristol Tramways (Extensions)* [61 & 62 Vict.]  
Act, 1898.

A.D. 1898. manner and with such material as the corporation or the county council as the case may be shall have paved the other portion of such road the part of such road in which such tramway or such part is laid both between and on either side of the rails so far as such road is repairable by the Company and to make any alterations in the tramways which are consequently necessary and thereupon the Company shall proceed with all reasonable dispatch to pave the said portion of such road accordingly to the satisfaction of the corporation or the county council as the case may be without any claim against the corporation or the county council as the case may be for compensation in respect of such alteration for any loss of traffic or otherwise consequent thereon and any obligation of the Company with regard to the maintenance and repair or otherwise in relation to such tramway or such part of the tramways or any part of the road shall remain and continue unaffected by such alteration.

For protection of the county council of Somerset.

**32.** If at any time hereafter the Company shall pave with wood so much of the roadway on which Tramway No. 3 shall be laid as lies between the rails and as is within the said city then and in such case the Company shall if and when required by the county council of Somerset similarly pave with wood so much of the said roadway on which the said tramway shall be laid as lies between the rails and one foot on each side thereof and as is within the district of the said council.

In case of erections being made in roads corporation may require Company to alter tramways.

**33.** If and whenever the corporation having power to place in any road any rest shelter urinal or convenience shall desire that any of the tramways or any part of the tramways should be altered in order to permit such erection to be more conveniently made and used the Company shall after one month's previous notice in writing from the corporation requiring them so to do at their own expense make such alterations in the position of such tramway or such part thereof as the corporation may require Provided that if the Company contend that the alteration required cannot be effected without unduly interfering with the use of the tramway they may appeal to the Board of Trade who may by order either confirm this requirement of the corporation with or without modification or refuse to confirm the same and in the event of the Board of Trade confirming the requirement either with or without modification the Company shall forthwith carry out the same subject to any such modification by the Board of Trade.

Penalty in case of default in carrying out alterations.

**34.** If the Company fail to execute any work or make any alteration in the said city or the county of Gloucester which they may be required to execute or make under this Act within such



[61 & 62 VICT.] *Bristol Tramways (Extensions)* [Ch. clxviii.]  
*Act, 1898.*

reasonable time as the corporation or the Gloucestershire County Council as the case may be may require or if the Company fail to comply with any order of the Board of Trade under this Act as to any alteration in the position of any tramway within such date as may therein be specified the Company shall be liable to a penalty of not exceeding ten pounds per day for every day during which such default continues.

A.D. 1898.

**35.** Any paving metalling or material excavated by the Company in the construction of the tramways from any road under the jurisdiction or control of any road authority may be applied by the Company so far as may be necessary in or towards the reinstating of such road and the Company shall if so required deliver the surplus paving metalling or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of such road authority or to such person as he may appoint to receive the same Provided that if within seven days after the setting aside of the surplus arising from the excavation of any such paving metalling or material and notice thereof duly given to the road authority such surplus is not removed by such surveyor or by some other person named by him for that purpose such surplus paving metalling or material or so much thereof as may not have been removed by such surveyor or person shall absolutely vest in and belong to the Company and may be dealt with removed and disposed of by them in such manner as they may think fit Any difference between the Company 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 Company and any road authority.

Application  
of road  
materials.

**36.** On the granting by the Board of Trade of its certificate under the Tramways Act 1870 that Tramways Nos. 5 6 9 10 11 12 15 18 19 28 29 and 30 or any other of the tramways the whole or part whereof is by this Act authorised to be constructed in substitution for portions of the existing tramways (in this section hereinafter called "the new tramways") are fit for public traffic all rights powers authorities obligations and liabilities in relation to any portions of the existing tramways for which any of the new tramways shall be substituted and to the traffic thereon under the provisions of the Act or Order by which such portions of the existing tramways were authorised shall as from the date of such certificate cease and determine so far as regards such portions of the existing tramways Provided always that so far as the same are at the date of such certificate subsisting or in force the provisions in such Act or Order contained with regard to the tolls and charges to be demanded and taken shall nevertheless continue in force and apply to

On com-  
pletion of  
certain  
tramways  
powers of  
Company  
under  
previous  
Act or Order  
to cease as to  
existing  
tramways.

A.D. 1898. the new tramways by way of substitution as aforesaid and the traffic thereon and to any other tramways or portion of tramways of the Company to which the same are applicable and the traffic thereon in the same manner as such provisions would have applied to the existing tramways and any such other tramways as aforesaid and the traffic thereon if the new tramways had not been constructed.

Power to lay down double or interlacing lines in place of single lines and vice versa.

**37.** The Company in any street in which they have laid down or are authorised to lay down a single line of tramway may with the consent of the Board of Trade and as regards tramways situate within the said city at the option and with the consent in writing of the corporation and upon such terms and conditions and for such period as the corporation may from time to time prescribe in lieu thereof lay down a double line or an interlacing line of tramway and in any street in which they have laid down or are authorised to lay down a double line or an interlacing line of tramway they may with the like consent of the Board of Trade and as regards tramways situate within the said city at the like option and with the like consent of the corporation in lieu thereof lay down a single line of tramway Provided nevertheless that in the construction of any such works no rail shall except with the consent of the Board of Trade be so laid that a less space than nine feet six inches shall intervene between such rail and the outside of the footpath on either side of the road if one third of the owners or one third of the occupiers of the houses or shops or warehouses abutting upon the place where such less space shall intervene shall by writing under their hands addressed and delivered to the Company within three weeks after receiving from the Company notice in writing of their intention express their objection thereto.

The provisions of this section shall not apply to the single line of tramway which the Company have laid down in Colston Street.

Inspection by Board of Trade.

**38.** No tramway shall be opened for public conveyance of passengers until the same has been inspected and certified to be fit for such traffic by the Board of Trade.

Agreements between Company and road authorities.

**39.** The Company may subject to the provisions of this Act enter into agreements with any road authority for the time being authorised to make such agreements with respect to the forming laying down maintaining renewing and repairing of any of the Company's tramways and the rails plates sleepers posts wires apparatus and works connected therewith and with respect to the widening and improvement of any roads or streets upon or along which any of the Company's tramways are or are intended to be laid or constructed and for facilitating the passage of carriages and traffic over and along the same or any part thereof,



40. If the Company fail within the period limited by this Act to complete the tramways and open the same for public traffic the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the tramways are completed and opened for public traffic or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the tramways so uncompleted and the said penalty may be applied for by any road authority landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854 And every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Paymaster-General for and on behalf of the Supreme Court in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after provided But no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company were prevented from completing or opening the tramways by unforeseen accident or circumstances beyond their control provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

A.D. 1898.  
 Penalty imposed unless tramways opened within time limited

41. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the tramways or any portion thereof or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation shall have been paid and in compensating all road authorities for the expenses incurred by them in taking up any tramway or materials connected therewith placed by the Company in or on any road vested in or maintainable by such road authorities respectively and in making good all damage caused to such roads by the construction or abandonment of such tramway and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit And if no such compensation shall be payable or if a portion of the sum or sums of money so recovered by way of

Application of penalty.

[Ch. clxviii.] *Bristol Tramways (Extensions)* [61 & 62 VICT.]  
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A.D. 1898. — penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent and has been ordered to be wound up or the tramway or tramways in respect of which the penalty has been incurred or any part thereof has been abandoned be paid or transferred to such receiver or to the liquidator or liquidators of the Company or be applied in the discretion of the Court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid or re-transferred to the Company.

Traffic upon tramways.

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

Railway carriages not to be used.

43. No carriages adapted for use upon railways shall be used upon the tramways.

Company not bound to carry animals &c.

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

As to carriage of animals goods &c. in separate carriages.

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

Sunday traffic.

46. The Company shall not except with the consent of the corporation use or permit or suffer to be used on the tramways within the city any carriage on Sundays before the hour of two o'clock in the afternoon and if the Company at any time fail to comply with this provision they shall be liable to a penalty not exceeding forty shillings for every time they so fail.

Provisions as to trail cars.

47. The Company shall not use upon any tramway within the said city or on any part thereof whereon the corporation shall by notice in writing given to the Company under the hand of the town clerk of Bristol have prohibited such user two or more carriages coupled together Provided that the power of the corporation to prohibit such user under this section shall not extend to carriages using any such tramway on bank and other public or general holidays including Easter and Whit Tuesdays nor to carriages provided for persons of the labouring class If the Company shall use on any such tramway carriages contrary to the provisions of this section they shall for every day on which such offence shall



[61 & 62 VICT.] *Bristol Tramways (Extensions)* [Ch. clxviii.]  
Act, 1898.

occur be liable to a penalty of not exceeding ten pounds in respect of every carriage so coupled beyond the first carriage. A.D. 1898.

**48.** The tramways shall for the purposes of tolls and charges be deemed to form part of the undertaking of the Company authorised by the Bristol and Eastern District Tramways Order 1875 and it shall be lawful for the Company to demand and receive such tolls and charges in respect of each and every description of traffic upon the tramways as they would have been entitled to demand and receive if the same had originally formed part of the said undertaking of the Company : Tolls and charges.

Provided also that if the Company at any time run through cars over any route consisting of two or more tramways or portions of tramways every such route shall be deemed to be one continuous tramway and passengers shall be entitled to travel on such through cars upon payment of a fare at one through rate for each journey made by any passenger :

Provided further that it shall not be lawful without the consent of the local authority for the Company to take or demand on Sunday or on any bank or other public holiday any higher rates or charges upon the tramways within the district of such local authority than those levied by them on ordinary week days.

**49.** Every passenger, travelling upon the tramways may take with him his personal luggage not exceeding twenty-eight pounds in weight without any charge being made for the carriage thereof. All such personal luggage shall be carried by hand and at the responsibility of the passenger and shall not occupy any part of a seat or be of a form or description to annoy or inconvenience other passengers. Passengers luggage.

**50.** The Company at all times after the opening of the tramways for public traffic shall and they are hereby required to run upon the tramways at least two carriages each way every morning in the week and every evening in the week (Sundays Christmas Day and Good Friday and Bank Holiday always excepted) at such times except as regards Saturdays not being later than eight in the morning nor earlier than five in the evening respectively and as regards Saturdays not being later than eight in the morning nor earlier than one in the afternoon respectively as the Company think most convenient for persons belong to the labouring class at fares not exceeding one halfpenny per mile the Company 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 Cheap fares for labouring classes.

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hours appointed by the Company for the running of such carriages the said Board shall have power to fix and regulate the same from time to time.

Tolls and charges for passengers after opening as electric tramways.

**51.** From and after the opening as electric tramways of the undertaking or any part thereof whereon electrical power shall not be used at the passing of this Act the tolls and charges to be taken by the Company for passengers shall notwithstanding any provision in this Act or in any Act or Order mentioned in the section of this Act the marginal note whereof is "Interpretation" be as follows (that is to say) :—

The Company may (subject to the provisions herein contained as to passengers being persons of the labouring class or being children under three years of age) demand and take from passengers travelling on the routes mentioned in the first column of the Second Schedule to this Act if and when electrical power shall be used thereon any tolls or charges not exceeding those set opposite such routes respectively in the second column of the said Second Schedule :

The Company may demand and take from persons belonging to the labouring class travelling in carriages provided for the labouring class on the routes mentioned in the first column of the said Second Schedule if and when electrical power shall be used thereon any tolls or charges not exceeding those set opposite such routes respectively in the third column of the said Second Schedule:

The Company shall not demand or take any toll or charge for children under three years of age.

Payment of tolls and charges.

**52.** The tolls and charges by this Act authorised shall be paid to such persons and at such places upon or near to the tramways or the Company's authorised tramways and in such manner and under such regulations as the Company may by notice to be annexed to the list of tolls and charges appoint.

Periodical revision of tolls and charges.

**53.** If at any time after three years from the opening for public traffic of the tramways or any portion of the tramways or after three years from the date of any order made in pursuance of this section in respect of the tramways or any portion of the tramways it is represented in writing to the Board of Trade by the local authority of any district in which the tramways or such portion of the tramways are or is wholly or partially situate or by twenty inhabitant ratepayers of any such district or by the Company that under the circumstances then existing all or any of the tolls and



charges demanded and taken in respect of the traffic on the tramways or on such portion of the tramways should be revised 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 it has been proved to his satisfaction that all or any of such tolls and charges should be revised the said Board may make an order in writing altering modifying reducing or increasing all or any of the tolls and charges to be demanded and taken in respect of the traffic on the tramways or on such portion of the tramways in such manner as they may think fit and thenceforth such order shall be observed until the same is revoked or modified by an order of the Board of Trade made in pursuance of this section Provided always that the tolls and charges prescribed by any such order shall not exceed in amount the tolls and charges by this Act authorised Provided also that a copy of this section shall be annexed to every table or list of tolls published or exhibited by the Company.

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**54.** If at any time it appears to the corporation desirable that any of the tramways within the said city or any part of such tramways should be removed the corporation may remove the same at any time after the expiration of six months notice given by the corporation to the Company upon paying or making proper compensation to the Company such compensation in case of difference to be settled in the manner specified in section 33 of the Tramways Act 1870 for the settlement of the differences in the said section mentioned.

Removal of certain tramways by corporation.

**55.** The date at which the corporation may first exercise the powers given to them by section 43 of the Tramways Act 1870 to purchase so much of the undertaking as lies within the said city shall (notwithstanding any provision to the contrary in the Tramways Act 1870 or in this or any other Act Provisional Order or agreement relating to or affecting the Company or the undertaking) be the first day of May one thousand nine hundred and fifteen and the subsequent periods of seven years mentioned in the said section 43 shall be reckoned as from the said first day of May one thousand nine hundred and fifteen.

Purchase of tramways by corporation.

**56.** And whereas the Company require to raise additional capital for the construction of the tramways and works authorised by this Act and for the construction of any other works which the Company may be authorised to construct by Act of Parliament passed or to be passed in the present session Therefore a sum of not less than two hundred thousand pounds part of the first additional capital to

Mode of raising new capital.

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be issued by the Company for the purposes aforesaid whether by means of shares debentures debenture stock or otherwise shall be so raised that the dividends or interest thereon shall not exceed four per centum per annum on the amount of capital so issued and any premiums received in respect of the issue of such capital shall be applied for the purposes aforesaid and shall not be entitled to dividend or interest.

Recovery of penalties.

**57.** Any penalty under this Act or under any byelaws or regulations made under this Act may be recovered in manner provided by the Summary Jurisdiction Acts.

Form and delivery of notices.

**58.** With respect to notices and to the delivery thereof by or to the Company the following provisions shall have effect (that is to say):—

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

Copy of Act to be registered.

**59.** The Company shall deposit with the Registrar of Joint Stock Companies a printed copy of this Act and it shall be recorded by him and if such copy is not so deposited within three months from the passing of this Act the Company shall incur a penalty not exceeding two pounds for every day after the expiration of those three months during which the copy is omitted to be deposited and every director and manager of the Company who knowingly and wilfully authorises or permits such default shall incur the like penalty and every penalty under this Act shall be recoverable summarily.

Saving as to powers of borrowing on mortgage.

**60.** Nothing in this Act or in the Tramways Act 1870 contained shall prevent the Company borrowing money on the security of mortgages of the undertaking or shall make the consent or approval of the Board of Trade necessary to the validity or effect of any such mortgage Provided that every mortgage of the undertaking shall be deemed to comprise all purchase money which may be paid to the Company in the event of a compulsory sale of the undertaking or any part thereof to the local authority under section 43 of the Tramways Act 1870 and that any mortgage granted by the Company shall not be a charge upon the undertaking or any part thereof in

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the event of the undertaking or such part being purchased by the local authority under section 43 of the Tramways Act 1870 and that every mortgage deed granted by the Company shall be endorsed with notice to that effect. A.D. 1898.

**61.** Nothing in this Act contained shall exempt the Company or 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 or from any future revision or alteration under the authority of Parliament of the maximum rates of tolls or charges authorised to be taken by the Company on their tramways. Provisions as to general Tramway Acts.

**62.** 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 Company. Costs of Act.



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SCHEDULES referred to in the foregoing Act.

THE FIRST SCHEDULE.

DESCRIBING LANDS BUILDINGS AND MANUFACTORIES WHEREOF PORTIONS  
ONLY ARE REQUIRED TO BE TAKEN BY THE COMPANY.

Object for which Property is required.	Parish.	Number of Property on deposited Plan.
Widening of Stokes Croft.	Bristol - - -	55 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76.
Widening of Zetland Road and Cheltenham Road.	Bristol - - -	85 88 89 90 91.

THE SECOND SCHEDULE.

1.	2.	3.
EITHER WAY BETWEEN	Ordinary Fares.	By Workmen's Cars.
St. Augustine Bridge and Durdham Down (viâ White-ladies Road) - - - -	2d.	1d.
St. Augustine Bridge and Tyndalls Park Road - - - -	1d.	$\frac{1}{2}$ d.
Park Street and Durdham Down - - - -	1d.	$\frac{1}{2}$ d.
St. Augustine Bridge and Horfield Barracks - - - -	2d.	1d.
St. Augustine Bridge and Zetland Road - - - -	1d.	$\frac{1}{2}$ d.
Zetland Road and Horfield Barracks - - - -	1d.	$\frac{1}{2}$ d.
St. Augustine Bridge and Durdham Down (viâ Zetland Road) - - - -	2d.	1d.
St. Augustine Bridge and Zetland Road - - - -	1d.	$\frac{1}{2}$ d.
Zetland Road and Durdham Down - - - -	1d.	$\frac{1}{2}$ d.
St. Augustine Bridge and Warwick Road (viâ City Road or Cumberland Street) - - - -	1d.	$\frac{1}{2}$ d.

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1.	2.	3.	A.D. 1898.
EITHER WAY BETWEEN	Ordinary Fares.	By Workmen's Carts	—
St. Augustine Bridge and Brislington - - -	2d.	1d.	
St. Augustine Bridge and Cemetery Gates (Bath Road) - - - - -	1d.	$\frac{1}{2}$ d.	
Three Lamps and Brislington - - - - -	1d.	$\frac{1}{2}$ d.	
St. Augustine Bridge and Hotwells - - - - -	1d.	$\frac{1}{2}$ d.	
Bristol Bridge (Morley Statue) and Knowle - - -	2d.	1d.	
Bristol Bridge and Bush Hotel - - - - -	1d.	$\frac{1}{2}$ d.	
Three Lamps and Knowle - - - - -	1d.	$\frac{1}{2}$ d.	
Bristol Bridge (Redcliff Street) and Ashton Gate (Rail- way Bridge) - - - - -	1d.	$\frac{1}{2}$ d.	
Bristol Bridge (Redcliff Street) and Bedminster Down (Miner's Arms) - - - - -	1d.	$\frac{1}{2}$ d.	
Old Market and Durdham Down (viâ Whiteladies Road) - - - - -	2d.	1d.	
Old Market and Tyndalls Park Road - - - - -	1d.	$\frac{1}{2}$ d.	
Park Street and Durdham Down - - - - -	1d.	$\frac{1}{2}$ d.	
Old Market and Bush Hotel Totterdown - - - - -	1d.	$\frac{1}{2}$ d.	
Old Market and Zetland Road (viâ Barrs Street) - -	1d.	$\frac{1}{2}$ d.	
Old Market and Kingswood - - - - -	3d.	1d.	
Old Market and Victoria Road Redfield - - -	1d.		
Lawrence Hill (G.W.R.) and Whiteway Road - - -	1d.		
Whiteway Road and Kingswood - - - - -	1d.		
Old Market and Bath Road Junction St. George - -		$\frac{1}{2}$ d.	
Bath Road Junction St. George and Kingswood - -		$\frac{1}{2}$ d.	
Old Market and Staple Hill - - - - -	3d.	1d.	
Old Market and Eastville - - - - -	1d.		
Eastville and Fishponds - - - - -	1d.		
Fishponds and Staple Hill - - - - -	1d.		
Old Market and Upper Eastville - - - - -		$\frac{1}{2}$ d.	
Upper Eastville and Staple Hill - - - - -		$\frac{1}{2}$ d.	

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