

[26 GEO. 5. &
1 EDW. 8.]

*Reading Corporation
(Trolley Vehicles) Order
Confirmation Act, 1936.*

[Ch. xlix.]



CHAPTER xlix.

An Act to confirm a Provisional Order made by the Minister of Transport under the Reading Corporation Act 1935 relating to Reading Corporation trolley vehicles. [14th July 1936.]

A.D. 1936.

WHEREAS under the authority of section twelve of the Reading Corporation Act 1935 the Minister of Transport has made the Provisional Order set out in the schedule to this Act annexed :

25 & 26
Geo. 5. c. xc.

And whereas a Provisional Order made by the Minister of Transport under the authority of the said section is not of any validity or force whatever until the confirmation thereof by Act of Parliament :

And whereas it is expedient that the Provisional Order made by the Minister of Transport under the authority of the said section and set out in the schedule to this Act annexed be confirmed by Act of Parliament :

Be it therefore enacted by the King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal, and Commons in this present Parliament assembled and by the authority of the same as follows :—

1. This Act may be cited as the Reading Corporation (Trolley Vehicles) Order Confirmation Act 1936.

Short title.

[Price 2d. Net]

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Confirma-
tion of
Order in
schedule.

2. The Order set out in the schedule to this Act annexed shall be and the same is hereby confirmed and all the provisions thereof in manner and form as they are set out in the said schedule shall from and after the passing of this Act have full force and validity and the date of the same shall be the date of the passing of this Act.

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SCHEDULE.

A.D. 1936.

READING CORPORATION
(TROLLEY VEHICLES).

Order authorising the mayor aldermen and burgesses of the borough of Reading to use trolley vehicles upon additional routes in the borough of Reading and in the parish of Tilehurst in the rural district of Bradfield in the county of Berks.

1.—(1) This order may be cited as the Reading Corporation (Trolley Vehicles) Order 1936. Short and collective titles.

(2) The Reading Corporation Act 1914 the Reading Corporation Act 1935 and this Order may be cited together as the Reading Corporation (Trolley Vehicles) Acts and Order 1914 to 1936.

2. In this Order the following expressions have the meanings hereby assigned to them respectively (that is to say) :— Interpretation.

“ The Corporation ” means the mayor aldermen and burgesses of the borough of Reading ;

“ The borough ” means the county borough of Reading ;

“ The Act of 1935 ” means the Reading Corporation Act 1935 ; 25 & 26
Geo. 5. c. xc.

“ Trolley vehicle ” has the meaning assigned to it by section 4 (Interpretation) of the Act of 1935.

3. Subject to the provisions of this Order and of the Act of 1935 so far as such provisions relate to trolley vehicles and are applicable to this Order the Corporation may use trolley vehicles upon the following routes (in the borough except where otherwise stated) in addition to any routes upon which they are already authorised to use trolley vehicles (that is to say) :— Power to use trolley vehicles upon certain routes.

Route No. 1 (3 furlongs 2·20 chains or thereabouts in length) commencing at the termination of Route No. 4 authorised by the Act of 1935 at the junction of Wokingham Road with St. Peter's Road proceeding along Wokingham Road to and terminating at its junction with Holmes Road ;

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Route No. 2 (1 mile 4 furlongs 4·89 chains or thereabouts in length) commencing by a junction with Route No. 5 authorised by the Act of 1935 at the junction of London Street with Mill Lane proceeding along London Street London Road Craven Road Erleigh Road Addington Road and Crescent Road to and terminating by a junction with Route No. 4 authorised by the Act of 1935 at the junction of Crescent Road with Wokingham Road;

Route No. 3 (2 furlongs 4·45 chains or thereabouts in length) commencing by a junction with Route No. 2 hereinbefore described at the junction of Silver Street with London Road proceeding along Silver Street and Mount Pleasant to and terminating by a junction with Route No. 3 authorised by the Act of 1935 at the junction of Mount Pleasant with Whitley Street;

Route No. 4 (2 miles 0 furlongs 3·49 chains or thereabouts in length) commencing at the termination of Route No. 3 authorised by the Act of 1935 at the junction of Whitley Street with Christchurch Road proceeding along Whitley Street Basingstoke Road and Whitley Wood Lane to and terminating at the junction of that lane with Whitley Wood Road;

Route No. 5 (6 furlongs 9·78 chains or thereabouts in length) commencing by a junction with Route No. 4 hereinbefore described at the junction of Buckland Road with Basingstoke Road proceeding along Buckland Road Northumberland Avenue and Callington Road to and terminating at the junction of that road with Basingstoke Road;

Route No. 6 (1 furlong 4 chains or thereabouts in length) commencing by a junction with Route No. 5 hereinbefore described at the junction of Cressingham Road with Northumberland Avenue proceeding along Cressingham Road to and terminating at its junction with Staverton Road;

Route No. 7 (2 miles 0 furlongs 2·69 chains or thereabouts in length to be situate in the borough and in the parish of Tilehurst in the rural district of Bradfield) commencing at the termination of Route No. 2 authorised by the Act of 1935 at the junction of Norcot Road with Oxford Road proceeding along Norcot Road School Road Park Lane and Langley Hill to and terminating at a point 1·45 chains or thereabouts south of the junction of Langley Hill with Park Lane;

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Route No. 8 (1 mile 2 furlongs 0·74 chains or thereabouts in length) commencing at the termination of Route No. 2 authorised by the Act of 1935 at the junction of Oxford Road with Norcot Road proceeding along Oxford Road to and terminating at a point 8·15 chains or thereabouts north-west of its junction with Elsley Road;

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Route No. 9 (1 furlong 3·46 chains or thereabouts in length) commencing at the termination of Route No. 1 authorised by the Act of 1935 at the junction of Caversham Road with Thames Side Promenade proceeding along Caversham Road across Caversham Bridge along Bridge Street to and terminating at the junction of that street with Church Street;

Route No. 10 (1 mile 4 furlongs 3·50 chains or thereabouts in length) commencing by a junction with Route No. 3 authorised by the Reading Corporation Act 1914 at the junction of Prospect Street with Church Street proceeding along Prospect Street Peppard Road and Kidmore End Road to and terminating at the junction of the last-mentioned road with Brooklyn Drive :

4 & 5 Geo. 5.
c. ci.

Provided that before equipping any route to include a turning point or arranging for a new turning point on any route the Corporation shall submit plans of the turning point to the Minister of Transport for approval and in the case of a turning point outside the borough shall also submit a copy of such plans to the chief constable of Berkshire and before approving any such plans the Minister of Transport shall give to the chief constable an opportunity of making representations with reference thereto and shall consider any such representations which may be made.

4. If the Corporation shall not have commenced to use trolley vehicles upon each of the routes authorised by this Order within five years from the passing of the Act confirming this Order or such extended time as the Minister of Transport may upon the application of the Corporation allow the powers conferred by this Order shall so far as they relate to the use of trolley vehicles upon any route upon which the Corporation shall not have commenced to use trolley vehicles cease to be exerciseable.

Period for
completion
of trolley
vehicle
equipment.

5.--(1) The Corporation shall have power in addition and without prejudice to their powers of borrowing under the Local Government Act 1933 from time to time to borrow without the consent of any sanctioning authority for and in connection with the purposes mentioned in the first column of the following table the respective sums mentioned in the second column of the said table and they shall pay off all money so borrowed within such periods as the Corporation may determine not exceeding those

Borrowing
powers.
23 & 24
Geo. 5. c. 51.

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A.D. 1936. respectively mentioned in the third column of the said table
(namely) :—

(1)	(2)	(3)
Purpose.	Amount.	Period for repayment calculated (except when otherwise stated) from the date or dates of borrowing.
(a) The provision of trolley vehicles	£ 70,200	Ten years.
(b) The provision of electrical equipment and the construction of other works necessary for working trolley vehicles along the routes authorised by this Order.	49,568	Twenty years.
(c) The payment of the costs charges and expenses of this Order.	The sum requisite.	Five years from the confirmation of this Order.

(2) The provisions of Part IX of the Local Government Act 1933 so far as they are not inconsistent with this Order shall extend and apply to money borrowed under this section as if it were borrowed under Part IX of that Act and the period fixed for the repayment of any money borrowed under this section shall as respects that money be the fixed period for the purpose of the said Part IX.

(3) In the application of the said provisions of the Local Government Act 1933 to the borrowing of any further money for the purposes of this Order the Minister of Transport shall be the sanctioning authority.

Costs of
Order.

6. All costs charges and expenses of and incidental to the preparing and obtaining and confirming of this Order or otherwise incurred in relation thereto as taxed by the taxing officer of the House of Lords or of the House of Commons shall be paid by the Corporation.

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