



## CHAPTER lxxxiv.

An Act to confirm a Provisional Order made by the Minister of Transport under the St. Helens Corporation Act 1921 relating to St. Helens Corporation trolley vehicles. [7th August 1924.]

A.D. 1924.

WHEREAS under the authority of section fifty-five of the St. Helens Corporation Act 1921 the Minister of Transport has made the Provisional Order set out in the schedule to this Act annexed :

11 & 12  
Geo. 5.  
c. lxxiii.

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 St. Helens Corporation (Trolley Vehicles) Order Confirmation Act 1924.

Short title.

2. The Order as amended and set out in the schedule to this Act annexed shall be and the same is hereby

Confirmation  
of Order in  
schedule.

[Ch. lxxxiv.] *St. Helens Corporation* [14 & 15 GEO. 5.]  
(*Trolley Vehicles*) *Order Confirmation Act, 1924.*

A.D. 1924. — 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.

SCHEDULE.

A.D. 1924.

ST. HELENS CORPORATION (TROLLEY  
VEHICLES).

*Order authorising the mayor aldermen and burgesses of the borough of St. Helens to provide maintain and use trolley vehicles upon routes in the borough of St. Helens the urban district of Prescott and the townships of Eccleston Rainhill and Whiston in the rural district of Whiston.*

1. This Order may be cited as the St. Helens Corporation (Trolley Vehicles) Order 1924. Short title.

2. The following Acts and parts of Acts are (subject to the provisions of and so far as applicable for the purposes of this Order) hereby incorporated with and form part of this Order (namely) :— Incorporation of Acts.

(1) The Lands Clauses Acts but with the following exceptions namely :—

(a) The provisions of the Lands Clauses Consolidation Act 1845 with respect to the purchase and taking of lands otherwise than by agreement ;

(b) Section 127 of the Lands Clauses Consolidation Act 1845 (relating to the sale of superfluous lands) :

(2) The following provisions of the Tramways Act 1870 namely :—

Part II. (Relating to the construction of tramways) except sections 25 28 and 29 ;

Section 41 (Tramways to be removed in certain cases) ;

Section 46 (Byelaws by local authority Promoters may make certain regulations) ;

Section 47 (Penalties may be imposed in byelaws) ;

Section 48 (Power to local authority to license drivers conductors &c.) ;

Section 49 (Penalty for obstruction of promoters in laying out tramway) ;

Section 51 (Penalty on passengers practising frauds on the promoters) ;

Section 52 (Transient offenders) ;

[Ch. lxxxiv.] *St. Helens Corporation* [14 & 15 GEO. 5.]  
(*Trolley Vehicles*) *Order Confirmation Act, 1924.*

A.D. 1924.

Section 53 (Penalty for bringing dangerous goods on the tramway);

Section 55 (Promoters or lessees to be responsible for all damages);

Section 56 (Recovery of tolls penalties &c.);

Section 57 (Right of user only);

Section 60 (Reserving powers of street authorities to widen &c. roads); and

Section 61 (Power for local or police authorities to regulate traffic in roads):

Provided that—

(a) Such provisions shall be read and have effect as if trolley vehicle equipment were tramways and as if trolley vehicles were carriages used on tramways;

(b) Nothing in this subsection shall be deemed to exclude a trolley vehicle from the provisions of section 78 of the Highway Act 1835 as to the side of the road on which any wagon cart or other carriage is to be kept.

Inter-pretation.

3. In this Order the following expressions have unless the subject or context otherwise requires the meanings hereinafter assigned to them (namely):—

“The Corporation” means the mayor aldermen and burgesses of the borough of St. Helens;

“The borough” means the borough of St. Helens;

“The borough fund” and “the borough rate” mean respectively the borough fund and the borough rate of the borough;

“Trolley vehicle” means a mechanically propelled vehicle adapted for use upon roads without rails and moved by electrical power transmitted thereto from some external source;

“Trolley vehicle equipment” means and includes all posts poles standards brackets cables conductors tubes mains transformers feeders wires and other apparatus and equipment for the purpose of working and lighting the trolley vehicles;

“Trolley vehicle routes” means the routes upon which the Corporation are by this Order authorised to work and use trolley vehicles;

“Road authority” means with reference to any road over which any proposed trolley vehicle route will pass the authority company or person charged with or liable to contribute to the maintenance of such road or part of a road;

“The Act of 1869” “the Act of 1879” “the Act of 1883”  
“the Act of 1898” “the Order of 1900” “the Act of

[14 & 15 GEO. 5.] *St. Helens Corporation* [Ch. lxxxiv.]  
(*Trolley Vehicles*) *Order Confirmation Act, 1924.*

1911 " and " the Act of 1921 " mean respectively the St. Helens Improvement Act 1869 the Saint Helens and District Tramways Act 1879 the St. Helens and District Tramways Act 1883 the St. Helens Corporation Act 1898 the St. Helens Corporation Tramways Order 1900 (confirmed by the Tramways Orders Confirmation (No. 2) Act 1900) the St. Helens Corporation Act 1911 and the St. Helens Corporation Act 1921.

A.D. 1924.

4. The Corporation may provide maintain and equip (but shall not manufacture) trolley vehicles and may use the same upon the following trolley vehicle routes (that is to say) :—

Power to use trolley vehicles.

Route No. 1 (2 miles 5 chains in length to be situate in the borough and in the townships of Eccleston and Rainhill both in the rural district of Whiston) commencing in Prescott Road at the junction of that road with Lugsmore Lane proceeding thence along Lugsmore Lane Thatto Heath Road Nutgrove Road Rainhill Road St. Helens Road and New Road and terminating in New Road at its junction with Warrington Road :

Route No. 2 (1 mile 5 furlongs 7 chains in length to be situate in the townships of Rainhill and Whiston both in the said rural district of Whiston and in the urban district of Prescott) commencing by a junction with Route No. 1 at its termination proceeding thence along Warrington Road to and terminating at its junction with High Street and St. Helens Road :

Provided that before equipping any trolley vehicle route for the working of trolley vehicles 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.

5.—(1) (a) Before the Corporation commence to run trolley vehicles over any road or part of a road it shall be determined by agreement between the Corporation and the road authority (where it is not the Corporation) or failing agreement by the Minister of Transport whether it is necessary (in order to provide for the running under the powers of this Order of a trolley vehicle service over any such road or part of a road) to adapt alter or reconstruct such road or part of a road or to strengthen any county bridge or district bridge and if so what sum of money per mile of road so to be adapted altered or reconstructed or what sum of money in respect of any such bridge shall be payable by the Corporation to the road authority by way of contribution towards the cost incurred in such adaptation alteration reconstruction or strengthening.

Adaptation of roads.

(b) Within six months after the date upon which all questions to be agreed or determined in pursuance of paragraph (a) of this subsection have been so agreed or determined

[Ch. lxxxiv.] *St. Helens Corporation* [14 & 15 GEO. 5.]  
(*Trolley Vehicles*) *Order Confirmation Act, 1924.*

A.D. 1924. the Corporation shall give notice in writing to the road authority as to whether they intend to run trolley vehicles over the road or part of a road or bridge in question.

(c) If the Corporation give notice in writing to the road authority that they intend to run trolley vehicles over the road or part of a road or bridge in question and if it shall have been agreed or determined that the Corporation are to make any payment to the road authority under the provisions of paragraph (a) of this subsection the Corporation shall on receipt of any certificate which may from time to time be issued by the engineer in charge of the work of adaptation alteration or reconstruction of such road or part of a road or of strengthening such bridge pay to the road authority such proportion of the total amount of the contribution agreed or determined to be payable by the Corporation as the amount so certified to have been expended upon such work bears to the total amount estimated to be expended by the road authority on such work. Provided that the aggregate amount to be so paid by the Corporation shall not exceed the amount of the contribution agreed or determined to be payable by them as aforesaid.

(d) Notwithstanding anything in this subsection the Corporation shall not be required to pay any sum in respect of any work towards or in respect of the adaptation alteration or reconstruction of any such road or part of a road or the strengthening of any bridge which is not executed within three years from the date on which the Corporation shall commence to run trolley vehicles over the road or part of a road to be adapted altered or reconstructed or over the bridge to be strengthened.

(e) Not more than one payment or (in the case of a payment by instalments in accordance with paragraph (c) of this subsection) one series of payments shall be made in respect of any such road or part of a road so adapted altered or reconstructed or of any such bridge so strengthened.

(f) For the purposes of this subsection the expression "county bridge" shall include every bridge maintainable by a county council and in respect of such bridge the county council shall be deemed to be the road authority and the expression "district bridge" shall include every bridge maintainable by a district council and in respect of such bridge the district council shall be deemed to be the road authority.

(2) Any payment made to a road authority under this section in respect of any main road retained by them under subsection (2) of section 11 of the Local Government Act 1888 or maintained by them under subsection (4) of that section shall be credited to the county council in ascertaining the amount payable by them under either of the said subsections of the Local Government Act 1888.

[14 & 15 GEO. 5.] *St. Helens Corporation* [Ch. lxxxiv.]  
(*Trolley Vehicles*) *Order Confirmation Act, 1924.*

(3) If any such adaptation alteration reconstruction or strengthening as aforesaid shall involve an alteration of any telegraphic line (as defined by the Telegraph Act 1878) belonging to or used by the Postmaster-General the enactments contained in section 7 of the Telegraph Act 1878 shall apply to any such alteration and the road authority shall be deemed to be "undertakers" within the meaning of the said Act.

A.D. 1924.

(4) The road authority shall not under section 23 of the Highways and Locomotives (Amendment) Act 1878 as amended by section 12 of the Locomotives Act 1898 or otherwise make any claim against the Corporation in respect of extraordinary traffic by reason of the user of any highway by the trolley vehicles of the Corporation.

(5) An agreement under this section with respect to any main road maintained by a local authority at the expense of any county council shall not be made except with the concurrence of that county council.

(6) Nothing in this Order shall impose any obligation upon any railway or canal company to strengthen adapt alter or reconstruct any bridge maintainable by them or enlarge any existing obligation.

6.—(1) The Corporation may in under or over the surface of the streets or roads along or adjoining those along which they are authorised to run trolley vehicles or in which it may be necessary so to do in order to connect the apparatus and equipment for working such vehicles with any generating station lands depôts sheds or property of the Corporation place erect and maintain trolley vehicle equipment and may for that purpose subject to the provisions contained in Part II. of the Tramways Act 1870 and in this Order open and break up any such street or road and any sewers drains water or gas pipes tubes wires telephonic and telegraphic apparatus therein or thereunder and may supply electrical energy for the purpose of working the trolley vehicles :

As to  
electrical  
works.

Provided that—

- (a) No post or other apparatus shall be erected on the carriageway except with the consent of the Minister of Transport ;
- (b) The route in which any trolley vehicle equipment is to be laid or erected for the purpose of connecting the trolley vehicle routes with a generating station shall be approved by the local authority and the road authority within whose jurisdiction each portion of the route is situate.

(2) Nothing in this section shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electricity (Supply) Acts 1882 to 1922 to which the

[Ch. lxxxiv.] *St. Helens Corporation* [14 & 15 GEO. 5.]  
(*Trolley Vehicles*) *Order Confirmation Act, 1924.*

A.D. 1924.

provisions of section 15 of the Electric Lighting Act 1882 apply except in accordance with and subject to the provisions of that section.

(3) The Corporation may also adapt and use for the purpose of working trolley vehicles any apparatus and equipment already provided by them for working tramways in streets or roads along which they are authorised to run trolley vehicles.

(4) In this section the expression generating station has the meaning assigned to it by section 25 of the Electric Lighting Act 1909.

Corporation to have exclusive right of using apparatus for working trolley vehicles.

7. Subject to the provisions of this Order the Corporation shall have the exclusive right of using any apparatus provided erected or maintained by them for the purpose of working the trolley vehicles and any person (except by agreement with the Corporation) using the said apparatus shall for every offence be liable to a penalty not exceeding twenty pounds.

Vehicles not to be deemed light locomotives or motor cars.

8. The trolley vehicles authorised by this Order shall not be deemed to be light locomotives within the meaning of the Locomotives on Highways Act 1896 or of the byelaws and regulations made thereunder nor shall they be deemed to be motor cars within the meaning of any provisions of the Motor Car Act 1903 (except subsection (1) of section 1 of that Act and the provisions necessary for enforcing that subsection) and subject to that exception neither that Act nor the regulations made under that Act nor the enactments mentioned in the schedule to the Locomotives on Highways Act 1896 nor the Locomotives Act 1898 shall apply to the said trolley vehicles.

Licence duties on trolley vehicles.

9. Nothing in this Order shall in any way affect the duties of excise now payable by law on licences to be taken out for trolley vehicles authorised by this Order as hackney carriages.

Approval of vehicles by Minister of Transport.

10. The trolley vehicles and the electrical equipment thereof used under the authority of this Order shall be of such form construction weight and dimensions as the Minister of Transport may approve and no trolley vehicle shall be used by the Corporation which does not comply with the requirements of the Minister of Transport.

Inspection by Minister of Transport.

11. No trolley vehicle route shall be opened for public traffic until it has been inspected and certified to be fit for traffic by the Minister of Transport.

Conveyance of mails.

12. The Corporation shall perform in respect of trolley vehicles such services in regard to the conveyance of mails as are prescribed by the Conveyance of Mails Act 1893 in the case of a tramway to which that Act applies.



[14 & 15 GEO. 5.] *St. Helens Corporation*. [Ch. lxxxiv.]  
(*Trolley Vehicles*) Order Confirmation Act, 1924.

13.—(1) It shall be lawful for the Postmaster-General in any street or public road or part of a street or public road in which he is authorised to place a telegraph to use for the support of such telegraph any posts and standards (with the brackets connected therewith) erected in any such street or public road by the Corporation in connection with the trolley vehicles and to lengthen adapt alter and replace such posts standards and brackets for the purpose of supporting any telegraph and from time to time to alter any telegraph so supported subject to the following conditions :—

A.D. 1924.

Use of posts  
&c. by Post-  
master-  
General.

- (a) In placing maintaining or altering such telegraph no obstruction shall be caused to the traffic along or the working or user of the trolley vehicle routes ;
- (b) The Postmaster-General shall give to the Corporation not less than twenty-eight days' notice in writing of his intention to exercise any of the powers of this section and shall in such notice specify the streets or public roads or parts of streets or public roads along which it is proposed to exercise such powers and the manner in which it is proposed to use the posts standards and brackets and also the maximum strain and the nature and direction of such strain Any difference as to any matter referred to in such notice shall be determined as hereinafter provided ;
- (c) Unless otherwise agreed between the Postmaster-General and the Corporation the Postmaster-General shall pay the expense of lengthening adapting altering or replacing under the provisions of this section any post standard or bracket and the expenses of providing and maintaining any appliances or making any alteration rendered necessary in consequence of the exercise of the powers of this section for the protection of the public or the unobstructed working or user of the trolley vehicles or to prevent injurious affection of the Postmaster-General's telegraphs or any telegraphic or telephonic line or electrical apparatus of the Corporation or by any regulations which may from time to time be made by the Ministry of Transport arising through the exercise by the Postmaster-General of the powers conferred by this section ;
- (d) Unless otherwise agreed or in case of difference determined as hereinafter provided all telegraphs shall be attached to the posts standards or brackets below the level of the trolley wires and on the side of such posts or standards farthest from the trolley wires Any difference as to the conditions of attachment shall be determined as hereinafter provided ;

[Ch. lxxxiv.] *St. Helens Corporation* [14 & 15 GEO. 5.]  
(*Trolley Vehicles*) *Order Confirmation Act, 1924.*

A.D. 1924.

- (e) Unless otherwise agreed no telegraph shall be attached to any post or standard placed in or near the centre of any street or public road ;
- (f) The Postmaster-General shall cause all attachments to posts standards or brackets used by him under the powers of this section to be from time to time inspected so as to satisfy himself that the said attachments are in a proper condition and state of repair ;
- (g) The Postmaster-General shall make good to the Corporation and shall indemnify them against any loss damage or expense which may be incurred by them through or in consequence of the exercise by the Postmaster-General of the powers conferred upon him by this section unless such loss damage or expense be caused by or arise from gross negligence on the part of the Corporation their officers or servants ;
- (h) The Postmaster-General shall make such reasonable contribution to the original cost of providing and placing any post standard or bracket used by him and also to the annual cost of the maintenance and renewal of any such post standard or bracket as having regard to the respective interests of the Corporation and the Postmaster-General in the use of the post standard or bracket and to all the circumstances of each case may be agreed upon between the Postmaster-General and the Corporation or failing agreement determined as hereinafter provided ;
- (i) The Corporation shall not be liable for any interference with or damage or injury to the telegraphs of the Postmaster-General arising through the exercise by the Postmaster-General of the powers conferred by this section and caused by the maintaining and working of the trolley vehicle routes or by any accident arising thereon or by the authorised use by the Corporation of electrical energy unless such interference damage or injury be caused by gross negligence on the part of the Corporation their officers or servants ;
- (j) If it shall become necessary or expedient to alter the position of or remove any post standard or bracket the Postmaster-General shall upon receiving twenty-eight days' notice thereof at his own expense alter or remove the telegraph supported thereby or at his option retain the post standard or bracket and pay the Corporation the value of the same Provided that if the Corporation or the body having the control of the street or public road object to the retention of the post standard or bracket by the Postmaster-General a difference shall be deemed to have arisen and shall be determined as hereinafter provided.

[14 & 15 GEO. 5.] *St. Helens Corporation* [Ch. lxxxiv.]  
(*Trolley Vehicles*) Order Confirmation Act, 1924.

(2) Nothing in this section contained shall prevent the Corporation from using their posts standards or brackets for the support of any of their electric wires and apparatus whether in connection with their trolley vehicles or other municipal undertakings or shall take away any existing right of the Corporation of permitting the use by any company or person of their posts standards or brackets in connection with the lighting of the streets or otherwise. Provided that any difference between the Postmaster-General and such company or person in relation to the use of the posts standards or brackets by the Postmaster-General and such company or person respectively shall be determined as hereinafter provided.

A.D. 1924.

(3) All differences arising under this section shall be determined in manner provided by sections 4 and 5 of the Telegraph Act 1878 for the settlement of differences relating to a street or public road.

(4) In this section—

The expression "the Corporation" includes their lessees;

The expression "telegraph" has the same meaning as in the Telegraph Act 1869;

Other expressions have the same meaning as in the Telegraph Act 1878.

14. Subject to the provisions of this Order the trolley vehicle undertaking authorised by this Order shall be deemed to form part of the tramway undertaking of the Corporation. Provided that in the accounts of the Corporation relative to their tramway undertaking the income and expenditure upon and in connection with trolley vehicles shall (so far as may be reasonably practicable) be distinguished from the income and expenditure upon or in connection with the remainder of such undertaking.

Trolley vehicles to form part of tramway undertaking.

15. The Corporation shall in every year within three months after the close of their financial year or such longer period as the Minister of Transport may allow furnish to the Minister of Transport a copy of the annual accounts of their tramway undertaking.

Accounts to be furnished to Minister of Transport.

16. The Corporation may—

As to lands.

(a) Subject to the sanction of the Minister of Health and under such conditions as he may prescribe from time to time appropriate and use for any of the purposes of this Order but subject to the provisions (if any) under which such lands were respectively acquired any lands vested in them but not dedicated to public use;

(b) By agreement from time to time purchase and acquire for the purposes of their trolley vehicle undertaking such lands as they may require and may from time to time sell let or dispose of any such lands which may not be necessary for such purposes. Provided that all sums received by the Corporation from the sale of such lands or from fines or premiums on leases of the same

[Ch. lxxxiv.] *St. Helens Corporation* [14 & 15 GEO. 5.]  
*(Trolley Vehicles) Order Confirmation Act, 1924.*

A.D. 1924.

shall be applied solely in repayment of outstanding loans and that such moneys shall not be applied to the payment of instalments or to payments into the sinking fund except to such extent and upon such terms as may be approved by the Minister of Health:

Provided that—

- (a) The Corporation shall not at any time under the provisions of this section hold for such purposes more than five acres of land;
- (b) Nothing in this section shall exonerate the Corporation from any indictment action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them upon lands appropriated or taken under the powers of this section.

Power to borrow.

17.—(1) The Corporation may from time to time independently of any other borrowing power borrow at interest for the purposes mentioned in the first column of the following table the respective sums mentioned in the second column thereof and in order to secure the repayment thereof and the payment of interest thereon they may mortgage or charge the respective revenue fund and rate mentioned in the third column of the said table and they shall pay off all moneys so borrowed within the respective periods mentioned in the fourth column thereof (namely):—

1	2	3	4
Purpose.	Amount.	Charge.	Period for Repayment.
(a) For the provision of trolley vehicles.	£ 9,500	The revenue of the tramway undertaking of the Corporation and the borough fund and borough rate.	10 years from the date or dates of borrowing.
(b) For the provision of trolley vehicle equipment and the construction of other works necessary for working the trolley vehicles authorised by this Order.	4,150	The revenue of the tramway undertaking of the Corporation and the borough fund and borough rate.	20 years from the date or dates of borrowing.
(c) For paying the costs charges and expenses of this Order.	The sum requisite.	The borough fund and borough rate.	5 years from the passing of this Order.

[14 & 15 GEO. 5.] *St. Helens Corporation* [Ch. lxxxiv.]  
*(Trolley Vehicles) Order Confirmation Act, 1924.*

(2)—(a) The Corporation may also with the consent of the Minister of Transport borrow such further money as may be necessary for any of the purposes of their trolley vehicle undertaking.

A.D. 1924.

(b) In order to secure the repayment of any money borrowed under this subsection and the payment of interest thereon the Corporation may mortgage or charge such revenue fund or rate as may be prescribed by the Minister of Transport.

(c) Any money borrowed under this subsection shall be repaid within such period as may be prescribed by the Minister of Transport.

(3) The provisions of this section shall not limit the powers conferred upon the Corporation by section 125 (Security for principal moneys) of the Act of 1898.

18.—(1) The following sections of the Act of 1869 the Act of 1879 the Act of 1883 the Act of 1898 the Order of 1900 the Act of 1911 and the Act of 1921 shall with any necessary modifications extend and apply to the exercise of the powers of this Order as if the same were re-enacted in this Order (that is to say) :—

Application  
of provisions  
of previous  
enactments.

ACT OF 1869.

- Section 378 (Protection of lenders from inquiry as to application of money) as amended by section 91 of the Act of 1921;
- Section 385 (Regulations as to mortgages);
- Section 386 (Transfer of mortgages);
- Section 388 (Power to mortgagees to obtain a receiver) as amended by section 91 of the Act of 1921; and
- Section 389 (Accounts open to mortgagees).

ACT OF 1879.

- Section 56 (Passengers' luggage);
- Section 58 (Company to carry small parcels) as amended by section 25 of the Act of 1898;
- Section 59 (Tolls for small parcels).

ACT OF 1883.

- Section 37 (As to recovery of penalties);
- Section 38 (Amendment of the Tramways Act 1870 as to byelaws by local authority).

ACT OF 1898.

- Section 15 (Fares on Sundays or public holidays not to be raised);
- Section 17 (Provisions as to motive power);
- Section 19 (Special provisions as to use of electric power);

[Ch. lxxxiv.] *St. Helens Corporation* [14 & 15 GEO. 5.]  
(*Trolley Vehicles*) *Order Confirmation Act, 1924.*

A.D. 1924.

- Section 21 (Byelaws);  
Section 23 (Repeal of section 57 of Act of 1879  
Charges for animals and goods);  
Section 24 (Corporation &c. not bound to carry goods  
&c.);  
Section 25 (Amendment of section 58 of Act of 1879);  
Section 37 (Application of revenue);  
Section 122 (Certain regulations of Public Health Act as  
to borrowing not to apply);  
Section 124 (Application of money borrowed);  
Section 130 paragraph (b) (Periods for repayment of  
principal moneys);  
Section 139 (Consolidation of loans).

ORDER OF 1900.

- Section 15 (Mechanical power works);  
Section 16 (Mechanical power works to be subject to  
section 30 of Tramways Act 1870);  
Section 17 (Working agreements);  
Section 19 (Protection of local authority);  
Section 20 (Provisions as to arbitration).

ACT OF 1911.

- Section 106 (Moneys borrowed to be principal moneys  
within meaning of Act of 1898);  
Section 111 (Expenses of execution of Act);  
Section 112 (Audit of accounts).

ACT OF 1921.

- Section 9 (Temporary stoppage of streets);  
Section 22 (As to bridges of railway companies);  
Section 30 (Power to acquire patent rights);  
Section 31 (Shelters or waiting rooms);  
Section 33 (Cloak-rooms &c.);  
Section 34 (Power to reserve cars for special purposes);  
Section 35 (Power to require intending passengers to  
wait in lines or queues);  
Section 36 (Stopping and starting places);  
Section 37 (For protection of railway companies);  
Section 38 (Through cars and omnibuses);  
Section 39 (Attachment of signs indicating stopping  
places to lamp-posts &c.);  
Section 40 (Lopping of trees overhanging highways);  
Section 41 (Lost property);  
Section 43 (For protection of Postmaster-General);  
Section 44 (Tolls for passengers on tramways);  
Section 45 (Cheap fares for labouring classes);

[14 & 15 GEO. 5.] *St. Helens Corporation* [Ch. lxxxiv.]  
(*Trolley Vehicles*) Order Confirmation Act, 1924.

Section 46	(Payment of fares rates and charges);	A.D. 1924.
Section 47	(Periodical revision of rates and charges);	—
Section 49	(Penalty for malicious damage);	
Section 50	(Removal of obstructions);	
Section 51	(Attachment of brackets &c. to buildings);	
Section 52	(Power for Corporation to suspend traffic);	
Section 53	(Use of tramways for sanitary purposes);	
Section 54	(Tramway working agreements);	
Section 56	(As to byelaws under this Part of this Act).	

(2)—(a) In the application of the above-mentioned provisions to the trolley vehicles authorised by this Order the same shall be read and have effect as if trolley vehicle equipment were tramways within the meaning of the said provisions and as if trolley vehicles were carriages used on tramways and as if the trolley vehicle undertaking authorised by this Order formed part of the tramway undertaking of the Corporation.

(b) The powers conferred upon the Corporation by the said section 40 of the Act of 1921 may be exercised outside the boundaries of the borough with regard to any tree hedge or shrub which overhangs any road forming part of any trolley vehicle route.

(3) Where the Minister of Transport causes any inquiry under the provisions of the said section 47 of the Act of 1921 (as extended and applied to the provisions of this Order) to be held all expenses incurred by the Ministry in relation to that inquiry shall be paid as the Minister may by order direct either by the Corporation or by any of the parties on whose representations the inquiry is held or partly by the Corporation and partly by any of such parties and the Minister may certify the amount of the expenses so incurred and any sum so certified and directed by the Minister to be paid shall be a debt due to the Crown.

19. The costs charges and expenses preliminary to and of and incidental to the preparing applying for obtaining and passing of this Order as taxed by the taxing officer of the House of Lords or of the House of Commons shall be paid by the Corporation out of the borough fund and borough rate or out of money to be borrowed under the powers of this Order for that purpose. Costs of Order.

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