

[24 & 25 GEO. 5.] *Rotherham* [Ch. lxxi.]
Corporation (Trolley Vehicles) Order Confirmation
Act, 1934.



CHAPTER lxxi.

An Act to confirm a Provisional Order made by the Minister of Transport under the Rotherham Corporation Act 1928 relating to Rotherham Corporation trolley vehicles. [25th July 1934.]

A.D. 1934.
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WHEREAS under the authority of section seventy of the Rotherham Corporation Act 1928 the Minister of Transport has made the Provisional Order which as amended is set out in the schedule to this Act annexed:

18 & 19
Geo. 5. c. cxi.

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 as amended 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 Rotherham Corporation (Trolley Vehicles) Order Confirmation Act 1934.

Short title.

[Price 4d. Net.]

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—
Confirmation
of
Order in
schedule.

2. The Order as amended 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.

SCHEDULE.

A.D. 1934.

ROTHERHAM CORPORATION (TROLLEY VEHICLES).

Order authorising the mayor aldermen and burgesses of the county borough of Rotherham to use trolley vehicles upon additional routes in the borough of Rotherham and in the urban district of Greasbrough and the rural districts of Rotherham and Wortley in the West Riding of the county of York.

1.—(1) This Order may be cited as the Rotherham Corporation (Trolley Vehicles) Order 1934. Short and collective titles.

(2) The Rotherham Corporation Act 1928 the Rotherham Corporation Act 1930 and this Order may be cited together as the Rotherham Corporation (Trolley Vehicles) Acts and Order 1928 to 1934.

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

“The borough” means the county borough of Rotherham;

“The Corporation” means the mayor aldermen and burgesses of the borough acting by the council;

“The Act of 1928” means the Rotherham Corporation Act 1928;

“Trolley vehicle” and “road authority” have the meanings assigned to them respectively by section 4 (Interpretation) of the Act of 1928.

3.—(1) The Corporation may use trolley vehicles upon the following routes 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 (1 mile 4 furlongs 4·7 chains or thereabouts in length to be situate in the borough and in the parish of Whiston in the rural district of Rotherham) commencing at the junction of Broom Lane (B.6410) with Broom Road (A.6021) proceeding along Broom Lane to its junction with Castle Lane (Bawtry and Tinsley Main Road A.631) and along Castle Lane to and terminating at its junction with Wickersley Road (Rotherham and Barnby Moor Main Road A.6021);

Route No. 1A (2 furlongs 8·4 chains or thereabouts in length to be situate in the said parish of Whiston) commencing by a junction with route No. 1 hereinbefore described

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at the junction of Herringthorpe Valley Road with Broom Lane proceeding along Herringthorpe Valley Road to and terminating at its junction with Wickersley Road;

Route No. 2 (3 furlongs 3·1 chains or thereabouts in length to be situate in the borough) commencing at the junction of Middle Lane with Badsley Moor Lane and proceeding along Middle Lane to and terminating at its junction with Doncaster Road;

Route No. 3 (1 mile 7 furlongs 8·2 chains or thereabouts in length to be situate in the borough and in the urban district of Greasbrough) commencing at the junction of Drummond Street (B.6089) with Effingham Street (A.633) proceeding along Drummond Street Greasbrough Road (B.6089) Car Hill (B.6089) Potter Hill (B.6089) Main Street (B.6089) Church Street to its junction with the westerly arm of Green Street and thence along first the westerly arm and then the easterly arm of Green Street to and terminating at the junction of the last-mentioned arm with Church Street;

Route No. 3A (1 furlong 6 chains or thereabouts in length to be situate in the borough) commencing at the junction of Greasbrough Road with Bridge Street (A.632) proceeding along Greasbrough Road to and terminating at its junction with Drummond Street;

Route No. 4 (1 mile 5 furlongs 8·9 chains or thereabouts in length to be situate in the borough) commencing at the junction of College Road (A.632) with Bridge Street (A.632) and Masbrough Street (A.6109) proceeding along College Road Midland Road (A.632) and Wortley Road (A.632) to and terminating at the junction of the last-named road with Old Wortley Road;

Route No. 5 (1 mile 4 furlongs 6·3 chains or thereabouts in length to be situate in the borough and in the township of Ecclesfield in the rural district of Wortley) commencing at the junction of Hesley Lane with Brook Hill (B.6086) proceeding along Hesley Lane Cowley Hill (A.632) Cowley Lane (A.632) Station Road (A.61) Market Street and the Rotherham and Penistone Road (A.632) to and terminating at the junction of the last-named road with Station Road at Chapeltown;

Route No. 6 (2 miles 2 furlongs 7·8 chains or thereabouts in length to be situate in the borough) commencing at the junction of Ferham Road (A.6109) with

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Kimberworth Road proceeding along Ferham Road Meadow Bank Road (A.6109) Meadowhall Road and Blackburn Road to and terminating at the junction of the last-named road with Blackburn Lane at Blackburn; A.D. 1934.

Route No. 7 (2 miles 1 furlong 1·3 chains or thereabouts in length to be situate in the parish of Brinsworth and the township of Catcliffe both in the rural district of Rotherham) commencing at the junction of the Bawtry and Tinsley Main Road with Whitehill Lane (B.6066) proceeding along the Bawtry and Tinsley Main Road Bonet Lane (B.6067) and Brinsworth Road (B.6067) to and terminating at the junction of that road with Rotherham Road (B.6066) at Catcliffe:

Provided that—

- (a) the Corporation shall not without the consent in writing of the Yorkshire Traction Company Limited use trolley vehicles on Route No. 3 or Route No. 3A hereinbefore described before the first day of July nineteen hundred and thirty-six;
- (b) the Corporation shall not provide any turning point which will obstruct or interfere with the access to or exit from any railway station or depot;
- (c) the Corporation shall not except with the consent in writing of the Minister of Transport use trolley vehicles simultaneously in both directions upon any portion of the said Route No. 5 in which the carriageway is less than twenty feet in width until such carriageway has been widened to a width of not less than twenty feet and in giving any such consent the Minister of Transport may impose such conditions in regard to such use as he may think fit;
- (d) The Corporation shall not except with the consent in writing of the West Riding County Council use trolley vehicles on so much of Route No. 5 as is situate in Station Road (A.61) and that part of Market Street which extends from its junction with Station Road to a point 1·25 chains measured along the centre line of Market Street from the intersection of that centre line with the centre line of the Rotherham and Penistone Road;
- (e) 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

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of the Corporation allow after considering any representations which may be made to him by the local authority or by the road authority the powers conferred by this Order with reference to the use of trolley vehicles upon the route or routes upon which the Corporation shall not have commenced to use trolley vehicles shall cease to be exerciseable.

(2) Before equipping any trolley vehicle route to include a turning point or before 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 shall also submit a copy of such plans to the road authority. Before approving any such last-mentioned plans the Minister shall give to the road authority an opportunity of making representations with reference thereto and shall consider any such representations which may be made to him.

(3) Subject to the provisions of this Order the provisions of Part III (Tramways trolley vehicles and omnibuses) of the Act of 1928 so far as the same have not been modified by the Local Government Act 1929 and the Road Traffic Act 1930 shall apply to the trolley vehicles and routes referred to in and authorised by this Order in like manner as they apply to the trolley vehicles and routes authorised by the said Part III :

Provided that—

- (a) subsection (1) of section 63 (Vehicles not to be deemed light locomotives or motor cars) of the Act of 1928 shall not apply to the trolley vehicles when running on the trolley vehicle routes authorised by this Order;
- (b) for the purposes of such application section 74 (For protection of West Riding County Council in respect of trolley vehicles) of the Act of 1928 shall be read and have effect as though the expression "main road" in that section included any county road within the meaning of the Local Government Act 1929 and as though the expression "county or main road bridge" therein included any bridge repairable by the West Riding County Council pursuant to the last-mentioned Act.

Application
of provisions
of Act of
1930.

4. The following sections of the Rotherham Corporation Act 1930 shall with any necessary modifications extend and apply to the exercise of the powers of this Order as if the same were set out in this Order (that is to say) :—

Section 12 (Byelaws as to intending passengers outside the borough);

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Section 13 (Property found in Corporation vehicles); A.D. 1934.

Section 14 (For protection of Yorkshire Electric Power Company and Electrical Distribution of Yorkshire Limited).

5.—(1) The Corporation may from time to time independently Borrowing of any other borrowing power borrow at interest for and in powers. connection with the purposes mentioned in the first column of the following table the respective sums mentioned in the second column thereof and they shall pay off all money so borrowed within the respective periods (each of which is referred to as "the prescribed period" in the enactments applied to this Order in pursuance of the provisions of section 70 of the Act of 1928) 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	£18,000	Ten years.
(b) The provision of electrical equipment and the construction of other works necessary for working trolley vehicles.	£38,850	Twenty years.
(c) The payment of the costs charges and expenses of this Order.	The sum requisite.	Five years from the passing of this Order.

(2) The purposes of this Order shall be deemed to be purposes of Part III (Transport) of the Rotherham Corporation Act 1930 within the meaning of section 82 (Power to borrow) of that Act as modified by section 197 of the Local Government Act 1933.

6. The provisions of section 250 (Procedure &c. for making Byelaws. byelaws) of the Local Government Act 1933 shall not apply in respect of byelaws to be made under section 83 (Application of Tramways Act to byelaws) of the Act of 1928 or under section 12 (Byelaws as to intending passengers outside the borough) of the Rotherham Corporation Act 1930.

7. The Minister of Transport may hold such inquiries as he Inquiries by may consider necessary in regard to the exercise of any powers Minister of conferred upon him or the giving of consents under this Order Transport.

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A.D. 1934. and section 290 of the Local Government Act 1933 shall apply
— accordingly.

Costs of
Order.

8. 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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FOR

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