CHAPTER vi.

An Act to confirm a Provisional Order made by the Minister of Transport under the Newcastle-upon-Tyne Corporation (General Powers) Act 1935 relating to Newcastle-upon-Tyne Trolley Vehicles. [25th March 1937.]

A.D. 1937.

WHEREAS under the authority of section seventy-two of the Newcastle-upon-Tyne Corporation (General Powers) 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. cxxiv.

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. 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

Confirmation of Order in schedule.

A.D. 1937.

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.

Short title.

2. This Act may be cited as the Newcastle-upon-Tyne Corporation (Trolley Vehicles) Order Confirmation Act 1937.

SCHEDULE.

NEWCASTLE-UPON-TYNE CORPORATION (TROLLEY VEHICLES).

Order authorising the lord mayor aldermen and citizens of the city and county of Newcastle-upon-Tyne to use trolley vehicles upon additional routes in the said city and county.

Short title.

1. This Order may be cited as the Newcastle-upon-Tyne Corporation (Trolley Vehicles) Order 1937.

Interpretation.

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

"The city" means the city and county of Newcastle-upon-Tyne;

"The Corporation" means the lord mayor aldermen and citizens of the city acting by the council of the city;

"The Act of 1935" means the Newcastle-upon-Tyne Corporation (General Powers) Act 1935;

"Trolley vehicle" has the meaning assigned to that expression by section 26 (Definitions for Part V of Act) of the Act of 1935.

Additional trolley vehicle routes.

3. Subject to the provisions of this Order and the provisions of Part V of the Act of 1935 so far as such last-mentioned provisions relate to trolley vehicles and are applicable to this Order the Corporation may use trolley vehicles upon the following routes in the city in addition to any routes upon which they are already authorised to use trolley vehicles (that is to say) :—

Route No. 1 (2 furlongs and 5·4 chains or thereabouts in length) commencing in Westgate Road at its junction with Brighton Grove by a junction with Route No. 1 authorised by the Act of 1935 passing thence in a northerly direction into and along Brighton Grove thence in an easterly direction into and along Crossley Terrace thence in a southerly direction into and along Dilston Road and thence in a westerly direction into and along Callerton Place and terminating in Brighton Grove at its junction with Callerton Place;

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Route No. 2 (4 miles 3 furlongs and 6·93 chains or thereabouts in length) commencing in Stanhope Street at its junction with Crossley Terrace by a junction with Route No. 1 authorised by this Order passing thence in an easterly and south-easterly direction along Stanhope Street Barrack Road Gallowgate Blackett Street New Bridge Street Byker Bridge Shields Road West and Shields Road into and in a southerly direction along Union Road and Bothal Street and into and in an easterly direction along Welbeck Road and terminating at the junction of Welbeck Road with White Street and Fisher Street by a junction with the said Route No. 1 authorised by the Act of 1935;

Route No. 3 (4 furlongs and 4·8 chains or thereabouts in length) commencing in Welbeck Road at its junction with Church Street by a junction with Route No. 2 authorised by this Order passing thence in a southerly direction into and along Church Street and terminating at the junction of Church Street with Walker Road and Station Road by a junction with the said Route No. 1 authorised by the Act of 1935;

Route No. 4 (4 furlongs and 1·6 chains or thereabouts in length) commencing in New Bridge Street at its junction with Market Street by a junction with Route No. 2 authorised by this Order passing thence in a south-westerly direction into and along Market Street and Grainger Street and terminating in Westgate Road at its junction with Grainger Street by a junction with the said Route No. 1 authorised by the Act of 1935;

Route No. 5 (6·35 chains or thereabouts in length) commencing at the junction of Blackett Street and New Bridge Street with Pilgrim Street by a junction with Route No. 2 authorised by this Order passing thence in a southerly direction along Pilgrim Street and terminating in Pilgrim Street at its junction with Market Street by a junction with Route No. 4 authorised by this Order;

Route No. 6 (2 furlongs and 4·5 chains or thereabouts in length) commencing in Shields Road at the junction of Shields Road with Union Road by a junction with Route No. 2 authorised by this Order passing thence in a northerly and easterly direction along Shields Road and terminating in Shields Road at the northern entrance to the Byker Tramway Depot of the Corporation;

Route No. 7 (1 furlong and 9 chains or thereabouts in length) commencing in the Fossway at the southern entrance to the Byker Tramway Depot of the Corporation passing thence in a westerly direction along the Fossway and terminating in Shields Road at its junction with the Fossway by a junction with Route No. 6 authorised by this Order;

Route No. 8 (3 chains or thereabouts in length) commencing in the Fossway at its junction with Chillingham Road by a junction with Route No. 7 authorised by this Order passing thence in a southerly direction along a street on the west side of the East End Slaughterhouses of the Corporation and terminating in Union Road at its junction with the said street by a junction with Route No. 2 authorised by this Order.

Costs of Order.

4. 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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