



### CHAPTER cxliv.

An Act to confirm certain Provisional Orders made by the Board of Trade under the Tramways Act 1870 relating to Bingley Urban District Council Tramway Dewsbury Corporation Tramways Portsmouth Corporation Tramways and West Hartlepool Corporation Tramways. A.D. 1912.

[7th August 1912.]

**W**HEREAS under the authority of the Tramways Act 1870 the Board of Trade have made the several Provisional Orders set out in the schedule to this Act annexed: 33 & 34 Vict.  
c. 78.

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

And whereas it is expedient that the several Provisional Orders made by the Board of Trade under the authority of the said Act 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 Tramways Orders Confirmation Act 1912. Short title.

2. The several Orders as amended and set out in the schedule to this Act annexed shall be and the same are 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 dates of the same respectively shall be the date of the passing of this Act. Confirmation  
of Orders in  
schedule.

A.D. 1912.

SCHEDULE.

LIST OF ORDERS.

BINGLEY URBAN DISTRICT COUNCIL TRAMWAY.—Order authorising the Urban District Council of the Urban District of Bingley to construct a tramway in their district.

DEWSBURY CORPORATION TRAMWAYS.—Order authorising the Mayor Aldermen and Burgesses of the Borough of Dewsbury to construct an additional tramway in their borough.

PORTSMOUTH CORPORATION TRAMWAYS.—Order authorising the Mayor Aldermen and Burgesses of the Borough of Portsmouth to construct additional tramways in the said borough and for other purposes.

WEST HARTLEPOOL CORPORATION TRAMWAYS.—Order authorising the Mayor Aldermen and Burgesses of the County Borough of West Hartlepool to construct tramways in their borough.

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

BINGLEY URBAN DISTRICT COUNCIL.

A.D. 1912.

*Order authorising the Urban District Council of the Urban District of Bingley to construct a Tramway in their District.*

*Bingley  
Urban  
District  
Council.*

*Preliminary.*

1. This Order may be cited as the Bingley Urban District Council Tramway Order 1912. Short title.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement and with respect to the entry upon lands by the Promoters of the undertaking) and of the Tramways Act 1870 are hereby incorporated with this Order except where the same are inconsistent with or expressly varied by this Order. Incorporation of Acts.

3. The several words terms and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings: Interpretation.

Provided that in this Order—

The expression "the district" means the urban district of Bingley in the West Riding of the county of York;

The expression "the council" means the council of the district;

The expression "the tramway" means the tramway and works by this Order authorised or (as the case may be) any part thereof;

The expression "the undertaking" means the undertaking by this Order authorised;

The expression "mechanical power" includes steam electrical and every other motive power not being animal power and the word "engine" includes motor.

4. The council shall be the Promoters for the purposes of this Order and are in this Order referred to as "the Promoters." Promoters.

5. The Promoters may— Lands.

(A) Subject to the sanction of the Local Government Board and under such conditions as they 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 not dedicated to public use from time to time vested in them:

(B) By agreement from time to time purchase and acquire for the purposes of the undertaking such lands as they may require and may from time to time sell let or dispose

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

of any such lands which may not be necessary for such purposes Provided that all sums received by the Promoters from the sale of such lands or from fines or premiums on leases of the same 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 Local Government Board :

Provided that they shall not at any time hold for such purposes more than five acres of land Provided also that nothing in this Order shall exonerate the Promoters 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.

*Construction of Tramway.*

Construction  
of tramway.

6. The Promoters may subject to the provisions of this Order—

(A) Construct and maintain in accordance with the plans and sections deposited at the office of the Board of Trade for the purposes of this Order (which plans and sections are in this Order referred to respectively as “the deposited plans” and “the deposited sections”) the tramway hereinafter described with all proper rails plates sleepers junctions turntables turnouts works and conveniences connected therewith or for the purposes thereof :

(B) Erect or construct on any lands taken or appropriated under the powers of this Order any offices stables sheds workshops stores waiting-rooms or other buildings yards works and conveniences for the purposes of the undertaking :

Provided that nothing in this Order or in any Act wholly or in part incorporated therewith shall extend to or authorise any interference with any works of any undertakers under the Electric Lighting Acts 1882 and 1888 to which the provisions of section 15 of the Act of 1882 apply except in accordance with and subject to the provisions of that section.

The tramway authorised by this Order will be wholly situate within the district and is as follows (that is to say):—

A tramway 3 miles 1 furlong 9·23 chains or thereabouts in length (whereof 1 mile 4 furlongs 0·22 chain will be laid as double line and 1 mile 5 furlongs 9·01 chains as single line) wholly in the parish of Bingley commencing in the Bradford and Keighley Road at the boundary between the district and the rural district of Keighley and passing thence along the said

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

road and Main Street and terminating in the first-mentioned road at the boundary between the district and the urban district of Shipley by a junction with the existing tramway of the Shipley Urban District Council leased to and worked by the Bradford Corporation :

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

Provided that no such junction shall be made without the consent in writing (which shall not be unreasonably withheld) of that council and any question as to whether such consent is unreasonably withheld shall be referred to the arbitration of a person nominated by the Board of Trade :

Provided also that so much of the tramway as is laid between points respectively 2 furlongs 2 chains and 2 furlongs 6 chains measured along the line of the tramway as shown on the deposited plans from the commencement thereof shall not be opened for public traffic unless or until the curve of the Bradford and Keighley Road at Ryshworth Hall Corner shall have been altered so that the radius thereof shall be at least 100 feet and that so much of the tramway as is laid in the portion of Main Street between Ann Street and Chapel Lane shall not be opened for public traffic unless or until that portion of street shall have been widened to a width of at least 40 feet and that so much of the tramway as is laid on Cottingley Bridge shall not be opened for public traffic unless or until the said bridge shall have been widened so as to provide a carriageway thereon of a width of at least 33 feet and a footpath on one side thereof of a width of at least 5 feet and a kerb on the other side thereof of a width of at least 1 foot and unless or until the approaches on either side of the said bridge between points respectively 2 miles 1 furlong 8 chains and 2 miles 3 furlongs 1 chain measured as aforesaid shall have been widened to a width of at least 39 feet (inclusive of footpath and kerb) :

Provided further that the position of the line in the road on Cottingley Bridge shall be such as the Board of Trade may approve.

The whole of the tramway will be laid as a single line except at the following places where it will be a double line (that is to say) :—

In Bradford and Keighley Road—

- (A) Between points respectively 45 yards and 133 yards measured in a south-easterly direction from the boundary stone between the district and the Keighley Rural District ;
- (B) Between points respectively 39 yards measured in a north-westerly direction and 49 yards measured in a south-easterly direction from the centre of Morton Lane ;



[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

- (c) Between points respectively 55 yards measured in a north-westerly direction and 33 yards measured in a southerly direction from the north-eastern corner of Ryshworth Hall farm buildings;
- (d) Between points respectively 13 yards measured in a northerly direction and 87 yards measured in a southerly direction from the milestone denoting Bingley 1 mile and 7 miles Bradford;
- (e) Between points respectively 61 yards measured in a northerly direction and 27 yards measured in a southerly direction from the centre of the entrance gates to Longwood;
- (f) Between points respectively 93 yards measured in a northerly direction and 6 yards measured in a southerly direction from the old boundary stone dividing the old urban district of Bingley from the old urban district of Bingley Outer;
- (g) Between points respectively 61 yards measured in a north-westerly direction and 47 yards measured in a south-easterly direction from the boundary wall of the Bingley Cemetery land near the Auction Mart;

In Bradford and Keighley Road and Main Street—

- (h) Between points respectively 42 yards measured in a southerly direction from the centre of the entrance gates to the Bingley Vicarage and 9 yards measured in a northerly direction from the centre of Leonard Street;

Provided that between points respectively 7 yards to the south of the centre line of Leonard's Place and 35 yards to the south of the said centre line the tramway shall be laid as a single line and not as a double line unless and until the roadway between the said points is widened so as to leave a space of at least nine feet six inches between the nearest rail of the tramway and the outside of the footpath or other road limit on either side of the road.

In Bradford and Keighley Road—

- (i) Between points respectively 85 yards measured in a north-westerly direction and 13 yards measured in a southerly direction from the south-eastern corner of the Trinity Vicarage Lodge buildings;
- (j) Between points respectively 8 yards and 96 yards measured in a southerly direction from the centre of Wagon Lane;
- (k) Between points respectively 13 yards measured in a northerly direction and 75 yards measured in a southerly direction from the southern corner of the eastern parapet wall of Cottingley Bridge;

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
Act, 1912.

- (L) Between points respectively 6 yards measured in a north-westerly direction and 88 yards measured in a south-easterly direction from the centre of the water-trough on the south-western side of the road;
- (M) Between points respectively 77 yards measured in a north-westerly direction and 11 yards measured in a south-easterly direction from the first fence wall on the south-western side of the road to the south-east of the milestone denoting Bingley 1 mile and Bradford 5 miles;
- (N) Between points respectively 69 yards measured in a north-westerly direction and 25 yards measured in a south-easterly direction from the Ordnance bench-mark on the northern boundary wall of the Bradford and Keighley Road near its junction with Cottingley Road;
- (O) Between points respectively 68 yards measured in a westerly direction and 42 yards measured in an easterly direction from the western boundary wall of the grounds belonging to Bankfield Bingley;
- (P) Between points respectively 56 yards measured in a westerly direction and 32 yards measured in an easterly direction from the hedge forming the fence between the fields on the southern side of the road opposite Bankfield;
- (Q) Between points respectively 34 yards and 122 yards measured in a westerly direction from the boundary stone dividing the district from the urban district of Shipley.

A.D. 1912.  
Bingley  
Urban  
District  
Council.

7.—(1) The costs charges and expenses of and incidental to the carrying out of the widenings and alterations of roads and bridge referred to in the section of this Order of which the marginal note is "Construction of tramway" shall be borne by the Promoters and the County Council of the West Riding of Yorkshire in the following respective proportions (that is to say):—

As to cost of  
widenings &c.

Widening or Alteration.	Proportion of Cost to be borne by County Council.	Proportion of Cost to be borne by Promoters.
Alteration of Bradford and Keighley Road at Ryshworth Hall Corner.	Two-thirds	One-third
Widening of Main Street between Ann Street and Chapel Lane up to forty feet.	One-fourth	Three-fourths
Widening of Cottingley Bridge	One-half	One-half

(2) If any question shall arise between the Promoters and the said County Council as to the amount of any such costs charges and expenses

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

Gauge of  
tramway.

as aforesaid such question shall be determined by arbitration in manner provided by subsection 8 of the section of this Order of which the marginal note is "For protection of West Riding County Council."

8. The tramway shall be constructed on a gauge of four feet but carriages and trucks adapted for use on railways shall not be run on the tramway. Provided always that the carriages used on the tramway shall not exceed 6 feet 6 inches in width or such other width as may be approved by the Board of Trade.

Provisions as  
to construc-  
tion of tram-  
way.

9. In addition to the requirements of section 26 of the Tramways Act 1870 the Promoters shall lay before the Board of Trade a plan showing the proposed mode of constructing laying down and renewing the tramway and a statement of the materials intended to be used therein and the Promoters shall not commence the construction laying down and renewal of the tramway or any part thereof until such plan and statement have been approved by the Board of Trade 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 the said section.

Rails of  
tramway.

10. The rails of the tramway shall be such as the Board of Trade may approve.

Penalty for  
not maintain-  
ing rails and  
roads.

11.—(1) The Promoters shall at all times maintain and keep in good condition and repair and so as not to be a danger or annoyance to the ordinary traffic the rails of the tramway and the substructure upon which the same rest and if the Promoters at any time fail to comply with this provision or with the provisions of section 28 of the Tramways Act 1870 they shall be liable to a penalty not exceeding five pounds and to a penalty not exceeding five pounds for every day on which such non-compliance continues.

(2) In case it is represented in writing to the Board of Trade by the road authority of any district in which the tramway is situate or by twenty inhabitant ratepayers of the district that the Promoters have made default in complying with the provisions in this section contained or with any of the requirements of section 28 of the Tramways Act 1870 the Board of Trade may if they think fit direct an inspection by an officer to be appointed by the said Board and if the officer reports 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 a secretary or an assistant secretary of the Board of Trade may be adduced as evidence of such default and of the liability of the Promoters to such penalty or penalties in respect thereof as is or are by this section imposed.



[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

Tramway to be kept on level of surface of road.

12. If the Promoters or any other road authority hereafter alter the level of any road along or across which any part of the tramway is laid or authorised to be laid the Promoters 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.

Crossovers to be constructed in certain cases.

13. Where in any road in which a double line of tramway is laid there shall be less width between the outside of the footpath on either side of the road and the nearest rail of the tramway than nine feet six inches the Promoters shall if and where required by the Board of Trade construct a crossover or crossovers connecting the one line of tramway with the other and by means of such crossover or crossovers the traffic shall when necessary be diverted from one tramway to the other.

14.—(1) The Promoters may subject to the provisions of this Order with the consent of the Board of Trade make maintain alter and remove such crossovers passing places sidings junctions and other works in addition to those particularly specified in and authorised by this Order as they find necessary or convenient for the efficient working of the tramway or for providing access to any warehouses stables or carriage-houses or works of the Promoters.

Power to make additional crossovers and to double tramway lines.

(2) Notwithstanding anything shown on the deposited plans the Promoters may with the consent of the Board of Trade lay down double lines in lieu of single or interlacing lines or single lines in lieu of double or interlacing lines or interlacing lines in lieu of double or single lines on the tramway and may with the like consent at any time alter the position in the road of the tramway or any part thereof Provided that the uppermost surface thereof shall be on a level with the surface of the road.

(3) Provided that if in the construction of any works under this section any rail is intended to be so laid that for a distance of thirty feet or upwards a less space than nine feet six inches would intervene between it and the outside of the footpath on either side of the road the Promoters shall not less than one month before commencing the works give notice in writing to every owner and occupier of houses shops and warehouses abutting on the place where such less space would intervene and such rail shall not be so laid if the owners or occupiers of one third of such houses shops or warehouses by writing under their hands addressed and delivered to the Promoters within three weeks after receiving the notice from the Promoters express their objection thereto.

(4) In places where the Promoters may not be the road authority the construction of any works under this section shall be subject to the approval of that authority.

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

Temporary  
tramways  
may be made  
when neces-  
sary.

Shelters or  
waiting-  
rooms.

15. When by reason of the execution of any work affecting the surface or soil of any road along or across the carriageway of which the tramway is laid it is in the opinion of the Promoters necessary or expedient temporarily to remove or discontinue the use of the tramway or any part thereof the Promoters may construct in the same or any adjacent road and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part thereof so removed or discontinued subject in places in which the Promoters may not be the road authority to the approval of the road authority and to such regulations as that authority may make.

16. The Promoters may erect and maintain shelters or waiting-rooms for the accommodation of passengers and may with the consent of the road authority use for that purpose portions of the public streets or roads:

Provided that notwithstanding anything in this section contained no shelters or waiting-rooms shall be erected or maintained in any street or road so as to interfere with or render less convenient the access to or exit from any station of the Midland Railway Company. Any difference arising between the Council and the Midland Railway Company to be determined by an arbitrator to be agreed upon by both parties or failing such agreement to be appointed by the Board of Trade:

Provided also that no such shelters or waiting-rooms shall be erected on any part of a main road within the meaning of the Local Government Act 1888 except with the consent of the County Council of the West Riding of Yorkshire.

Application  
of road  
materials  
excavated  
in construc-  
tion of works.

17. Any paving metalling or material excavated by the Promoters in the construction of the tramway from any road under their jurisdiction or control shall absolutely vest in and belong to the Promoters and may be dealt with removed and disposed of by them in such manner as they may think fit.

Tramway not  
to be opened  
until certified  
by Board of  
Trade.

18. The tramway shall not be opened for public traffic until it has been inspected and certified to be fit for such traffic by the Board of Trade.

For protec-  
tion of Mid-  
land Railway  
Company.

19. For the protection of the Midland Railway Company (in this section called "the railway company") the following provisions shall unless otherwise agreed apply and have effect:—

(1) So much of the tramway authorised by this Act as will pass over the bridge carrying the Bradford and Keighley Road over the railway of the railway company shall be so constructed and maintained as not injuriously to affect the structure of the said bridge or the approaches piers and abutments thereof respectively:

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

(2) All works which may be necessary in constructing and maintaining the tramway or working the same by mechanical power over the said bridge railway works or property of the railway company shall be constructed and maintained in all things at the expense of the Promoters and to the reasonable satisfaction of the principal engineer of the railway company (in this section called "the engineer") in such manner and according to plans and sections and specifications to be previously submitted to and reasonably approved by him:

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

(3) In the event of any injury being caused to the said bridge or the abutments thereof by the construction maintenance user or removal of the said tramway or the works in connexion therewith the railway company may make good the injury and may recover from the Promoters the reasonable expenses of so doing:

(4) If the railway company shall in the exercise of their existing powers require to widen lengthen strengthen reconstruct alter or repair the said bridge or to widen or alter their railway and it shall be necessary for effecting any of such purposes that the working or user of the tramway over the bridge should be wholly or partially temporarily stopped or delayed or that the said tramway should be temporarily diverted or wholly or in part temporarily taken up or removed and shall except in cases of emergency (when they shall give the longest notice practicable) give to the Promoters one month's notice in writing requiring such stoppage delay diversion taking up or removal the working or user of the tramway shall be stopped or delayed or the tramway shall be diverted or taken up or removed accordingly at the reasonable expense of the Promoters and under the superintendence of their engineer (if such engineer shall give such superintendence) but only for so long as may be absolutely necessary for effecting any such purpose as aforesaid and without the railway company being liable for any compensation in respect of such stoppage or delay or in any way relating thereto:

(5) The Promoters shall pay to the railway company any reasonable additional expense which they may incur in effecting any such widening lengthening altering or repairing of the said bridge as is mentioned in the last preceding subsection or in the maintenance of the said bridge by reason of the existence of the tramway or any of the works connected therewith:

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

- (6) If having regard to the proposed position of the works of the Promoters by this Order authorised when considered in relation to the position of the works of the railway company at any point where the tramway will be constructed over the railway of the railway company it becomes necessary in order to avoid danger from the breaking or falling of wires that the electric telegraphic telephonic or signal wires or apparatus of the railway company should be altered the railway company may execute any works reasonably necessary for such alteration and the reasonable expense of executing such works shall be borne by the Promoters :
- (7) The Promoters shall bear and on demand pay to the railway company the expense of lighting and watching the works of the Promoters during the execution or repair by the Promoters under this Order of any work affecting the said railway for preventing all interference obstruction danger or accident from any of the operations or from the acts or defaults of the Promoters or their contractors or any person in the employment of the Promoters or of their contractors with reference thereto :
- (8) The Promoters shall be responsible for and make good to the railway company all losses damages and expenses which may be occasioned to the railway company or any of their works or property or to the traffic on their said railway or to any company or person using the same by or by reason of the execution or failure of any of the intended works or apparatus or by or by reason of any act default or omission of the Promoters or of any person in their employ or of any contractors for the intended works or any part thereof and the Promoters shall effectually indemnify and hold harmless the railway company from all claims and demands upon or against them by reason of such execution or failure or of any such act default or omission :
- (9) The Promoters shall not for the purpose of electric traction make attachments to any part of the said bridge without the consent in writing of the engineer of the railway company such attachments if allowed to be in all respects subject to the approval of the said engineer and to be temporarily removed at any time when required by him in connexion with the maintenance and reconstruction or alteration of the said bridge :

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

(10) Any matter in difference that may arise between the railway company and the Promoters under this section shall unless otherwise agreed be determined by an engineer to be agreed upon by the Promoters and the railway company or failing agreement to be appointed by the President of the Institution of Civil Engineers at the request of either party.

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

20. The following provisions for the protection of the County Council of the West Riding of Yorkshire (in this section called "the County Council") shall unless otherwise agreed in writing apply and have effect with respect to the construction of the tramway (that is to say):—

For protec-  
tion of West  
Riding  
County  
Council.

(1) The Promoters shall in the execution of the widenings and alterations of roads and bridge by this Order required to be made form with proper foundations and pave or macadamise and otherwise make up the added portions and make proper provision for the drainage and fencing of and otherwise complete the said widenings and alterations to the reasonable satisfaction of the County Council and in conformity with plans sections and specifications to be approved by the County Council Provided that if the County Council do not within twenty-eight days after receipt by them of such plans sections and specifications signify their approval or disapproval thereof or give their directions in relation thereto they shall be deemed to have approved thereof and that any difference between the County Council and the Promoters with respect to such plans sections and specifications shall be determined by arbitration as herein-after provided :

(2) The Promoters shall pave the portion of road referred to in Section 28 of the Tramways Act 1870 with such granite or other sett paving material as may be reasonably approved by the surveyor of the County Council :

(3) The tramway shall be constructed in such a position in the road as to leave not less than four feet six inches between any building wall or fence and the nearest rail and not less than two feet six inches between the kerb of any footpath and such rail :

(4) (A) Where any margin of the carriageway less than eight feet in width exists at either side of the tramway track between the edge of such tramway track and the kerb of the footpath or the fence or boundary as the case may be of the said road and the Promoters pave such margin or margins the cost of such paving shall be borne in equal shares by the Promoters and the County Council ;



[Ch. cxliv.] *Tramways Orders Confirmation*. [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

(B) The County Council may at any time within three years after the completion of the tramway require by written notice that such paving shall be executed by the Promoters within such reasonable time as may be specified in the notice and the cost thereof shall be borne as in this subsection before provided ;

(C) The said portions of the road so paved as aforesaid shall thereafter be maintained by the authority for the time being liable for the maintenance of main roads in the district ;

(D) "Tramway track" means so much of the road whereon the tramway is laid as lies between the rails of the tramway and (where double lines are laid) the portion of the road between each tramway and in every case so much of the road as extends eighteen inches beyond the rails of and on each side of the tramway :

(5) The Promoters shall put down at their own cost at such places along the tramway as may be necessary suitable grids or drains and drain boxes to properly drain the track and prevent the accumulation of water thereon :

(6) If in consequence of the construction existence or user of the tramway it becomes reasonably necessary within two years from the opening of the tramway for public traffic to raise strengthen or reconstruct with suitable foundations any portion of the said road whether metalled or unmetalled at the sides of the tramway or to adjust in level or otherwise any such portions of the said road or any footpath or other work or to strengthen any retaining wall such work shall forthwith be executed by and at the cost of the Promoters :

(7) (A) Before commencing to construct the tramway on any bridge repairable by the County Council the Promoters shall deliver to the County Council a plan showing the proposed position thereof and a plan section and specification showing the proposed mode of construction. If the County Council have any objection to the construction of the tramway in accordance with such plan they shall give notice thereof in writing to the Promoters and any difference arising between them in regard thereto shall (subject to the right of the Board of Trade under this Order to approve the position of the line in the road on Cottingley Bridge) be determined as herein-after provided but if the County Council do not give such notice within fourteen days after receiving the said plan they shall be taken to have agreed thereto ;

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

- (B) The Promoters shall not without the consent in writing of the County Council (which consent shall not be unreasonably withheld) execute in the construction of the tramway any works which interfere with or injuriously affect the structure of any such bridge. If with such consent as aforesaid the Promoters intend to execute such works they shall give notice in writing to the County Council of such intention and such notice shall be accompanied by a plan and specification showing the nature and extent of the intended works ;
- (C) Any works under this section in so far as they interfere with or injuriously affect the structure of any such bridge shall if the County Council so require be executed by the County Council at the reasonable expense of the Promoters. The County Council shall give notice accompanied in each case by sufficient plans and specifications to the Promoters of their intention so to execute such works and shall commence execute and complete the same with all reasonable despatch. Provided that unless the County Council shall give the said notice to the Promoters within twenty-eight days after receiving from the Promoters the notice referred to in paragraph (b) of this subsection the Promoters may themselves subject to the terms of this section proceed to execute the works ;
- (D) If in consequence of the existence or user of the tramway it becomes reasonably necessary that any such bridge should be strengthened the County Council shall give notice accompanied by sufficient plans and specifications of the intended works to the Promoters and may after twenty-eight days from the date of the notice (or forthwith in case of emergency) proceed with all due despatch to execute all such works as may be reasonably necessary and the County Council may recover from the Promoters all moneys reasonably expended by them in the execution thereof with full costs and charges in like manner as any simple contract debt of like amount may be recovered ;
- (E) If the County Council shall find it necessary for the purpose of strengthening altering widening or rebuilding any such bridge that the working of the portion of the tramway over such bridge be wholly or in part stopped or delayed or that such portion of the tramway be wholly or in part taken up or removed and if the County Council accordingly give the Promoters twenty-eight days' notice in writing (or in case of emergency such notice as may be reasonably practicable) requiring such stoppage, delay, taking up or

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

- removal the working of such portion of the tramway shall be stopped or delayed or such portion of the tramway shall be taken up or removed as stated in such notice at the expense of the Promoters and under their superintendence if they shall give such superintendence but no such working shall be stopped or delayed for a longer period than may be absolutely necessary for effecting such purposes as aforesaid and such portion of the tramway shall be restored with all possible despatch and in such case the County Council shall not be liable to pay compensation in respect of such stoppage delay taking up or removal as aforesaid ;
- (f) The Promoters shall not without the consent in writing of the County Council (which consent shall not be unreasonably withheld) place erect or attach any post or other support for any wire or any feeder box on or to the structure of any such bridge ;
- (g) Any works to be executed with the consent of the County Council affecting any such bridge shall be executed to the reasonable satisfaction of the County Council in conformity with such plans sections and specifications as may be approved by them and which shall be submitted to them at least twenty-eight days before the commencement of such works If the County Council do not within the said twenty-eight days signify their approval or disapproval of the said plans sections and specifications or their directions in relation thereto they shall be deemed to have approved thereof and any difference between the County Council and the Promoters with respect to such plans sections and specifications shall be determined by arbitration as hereinafter provided The Promoters shall pay the reasonable costs incurred by the County Council in the superintendence of such works as aforesaid :
- (8) If any difference arises between the Promoters and the County Council under this section such difference shall be determined by arbitration by an arbitrator to be agreed upon or failing agreement to be appointed by the Board of Trade on the application of either of the parties and the provisions of the Arbitration Act 1889 shall apply to any such arbitration :
- (9) The provisions of this section shall be in addition to and not in derogation of any provisions of the Tramways Act 1870 and of this Order enuring for the benefit and protection of the County Council.

*Motive Power.*

A.D. 1912.

21. The carriages used on the tramway may be moved by animal power or subject to the following provisions by mechanical power (that is to say):—

*Bingley  
Urban  
District  
Council.*

(1) The mechanical power shall not be used except with the consent of and according to a system approved by the Board of Trade: Provisions as to motive power.

(2) The Board of Trade shall make regulations (in this Order referred to as "the Board of Trade regulations") for securing to the public all reasonable protection against danger arising from the use under this Order of mechanical power on the tramway and for regulating the use of electrical power:

(3) The Promoters or any person using any mechanical power on the tramway contrary to the provisions of this Order or of the Board of Trade regulations shall for every such offence be liable to a penalty not exceeding ten pounds and also in the case of a continuing offence to a further penalty not exceeding five pounds for every day during which such offence is continued after conviction thereof:

(4) The Board of Trade if they are of opinion—

(A) that the Promoters or such person have or has made default in complying with the provisions of this Order or of the Board of Trade regulations whether a penalty in respect of such non-compliance has or has not been recovered; or

(B) that the use of mechanical power as authorised under this Order is a danger to the passengers or the public;

may by order either direct the Promoters or such person to cease to use such mechanical power or permit the same to be continued only subject to such conditions as the Board of Trade may impose and the Promoters or such person shall comply with every such order. In every such case the Board of Trade shall make a special report to Parliament notifying the making of such order.

22. For the purpose of working the tramway by mechanical power the Promoters and their lessees subject to the provisions of this Order (and as to the lessees subject to the terms of their lease) may— Mechanical power works.

(A) Construct provide maintain and use on any lands appropriated or acquired by them under the powers of this Order stations for transforming electrical power with all necessary or proper machinery dynamos engines buildings works and conveniences;

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

(B) Place construct erect lay down make and maintain on above or below the surface of any street or road within the district posts (but as regards any post on the carriageway not without the express approval of the Board of Trade and subject to such conditions as to removal as that Board may impose) brackets electric conductors wires boxes apparatus subways tunnels cables tubes and openings;

(c) With the consent of the owners and occupiers of any houses or buildings within the district affix to such houses or buildings or maintain brackets wires and apparatus.

Mechanical  
power works  
to be subject  
to Tramways  
Act 1870.

23. All works to be executed by the Promoters or their lessees in any street or road for working the tramway by mechanical power in pursuance of the powers of this Order shall be deemed to be works of a tramway subject in all respects (save as by this Order otherwise expressly provided) to the provisions of the Tramways Act 1870 as in this Order incorporated as if they had been therein expressly mentioned. Provided always that nothing in this Order contained shall authorise the opening or breaking up of any street or road outside the district and that section 30 (except subsections I and 5 thereof) of the Tramways Act 1870 in its application to the undertaking shall have effect as if wires or apparatus laid in a road included wires or apparatus erected or carried over a street road or footpath.

Byelaws.

24. Subject to the provisions of this Order the Board of Trade may make byelaws for all or any of the following purposes with regard to the tramway if mechanical power be used thereon (that is to say):—

For regulating the use of any bell whistle or other warning apparatus fixed to the engine or carriages;

For regulating the emission of smoke or steam from engines used on the tramway;

For providing that engines and carriages shall be brought to a stand at the intersection of cross streets and at such places and in such cases of horses being frightened or of impending danger as the Board of Trade may deem proper for securing safety;

For regulating the entrance to exit from and accommodation in the carriages used on the tramway and the protection of passengers from the machinery of any engine used for drawing or propelling such carriages;

For providing for the due publicity of all byelaws and Board of Trade regulations in force for the time being in relation to the tramway by exhibition of the same in conspicuous places on the carriages and elsewhere.

Any person offending against or committing a breach of any of the byelaws made by the Board of Trade under the authority of this Order shall be liable to a penalty not exceeding forty shillings



25. The provisions of the Tramways Act 1870 relating to the making of byelaws by the local authority with respect to the rate of speed to be observed in travelling on the tramway shall not authorise the local authority to make any byelaws sanctioning a higher rate of speed than that authorised by the Board of Trade regulations at which engines are to be driven or propelled on the tramway under the authority of this Order but the byelaws of the local authority may restrict the rate of speed to a lower rate than that so authorised.

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

Amendment  
of Tramways  
Act 1870 as  
to byelaws  
by local  
authority.

26. The following provisions shall apply to the use of electrical power under this Order unless such power is entirely contained in and carried along with the carriages:—

Special pro-  
visions as  
to use of  
electrical  
power.

(1) The Promoters shall employ either insulated returns or un-insulated metallic returns of low resistance:

(2) The Promoters shall take all reasonable precautions in constructing placing and maintaining their electric lines and circuits and other works of all descriptions and also in working their undertaking so as not injuriously to affect by fusion or electrolytic action any gas or water pipes or other metallic pipes structures or substances or to interfere with the working of any wire line or apparatus from time to time used for the purpose of transmitting electrical power or of telegraphic telephonic or electric signalling communication or the currents in such wire line or apparatus:

(3) The electrical power shall be used only in accordance with the Board of Trade regulations and in such regulations provision shall be made for preventing fusion or injurious electrolytic action of or on gas or water pipes or other metallic pipes structures or substances and for minimising as far as is reasonably practicable injurious interference with the electric wires lines and apparatus of other parties and the currents therein whether such lines do or do not use the earth as a return:

(4) The Promoters shall be deemed to take all reasonable precautions against interference with the working of any wire line or apparatus if and so long as they adopt and employ at the option of the Promoters either such insulated returns or such uninsulated metallic returns of low resistance and such other means of preventing injurious interference with the electric wires lines and apparatus of other parties and the currents therein as may be prescribed by the Board of Trade regulations and in prescribing such means the Board shall have regard to the expense involved and to the effect thereof upon the commercial prospects of the undertaking:

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

(5) At the expiration of two years from the passing of the Act confirming this Order the provisions of this section shall not operate to give any right of action in respect of injurious interference with any electric wire line or apparatus or the currents therein unless in the construction erection maintenance and working of such wire line and apparatus all reasonable precautions including the use of an insulated return have been taken to prevent injurious interference therewith and with the currents therein by or from other electric currents :

(6) If any difference arises between the Promoters and any other party with respect to anything herein-before in this section contained such difference shall unless the parties otherwise agree be determined by the Board of Trade or at the option of the Board by an arbitrator to be appointed by the Board and the costs of such determination shall be in the discretion of the Board or of the arbitrator as the case may be :

(7) In this section the expression "the Promoters" includes any person owning working or running carriages over the tramway.

*Alteration of  
telegraph  
lines of Post-  
master-  
General.*

27. Notwithstanding anything in this Order contained if any of the works by this Order authorised involves or is likely to involve any alteration of any telegraphic line belonging to or used by His Majesty's Postmaster-General the provisions of section 7 of the Telegraph Act 1878 shall apply (instead of the provisions of section 30 of the Tramways Act 1870) to any such alteration.

*For protec-  
tion of Post  
Office tele-  
graph lines.*

28. In the event of the tramway being worked by electricity the following provisions shall have effect :—

(1) The Promoters shall construct their electric lines and other works of all descriptions and shall work the undertaking in all respects with due regard to the telegraphic lines from time to time used or intended to be used by the Postmaster-General and the currents in such telegraphic lines and shall use every reasonable means in the construction of their electric lines and other works of all descriptions and the working of the undertaking to prevent injurious affection whether by induction or otherwise to such telegraphic lines or the currents therein Any difference which arises between the Postmaster-General and the Promoters as to compliance with this subsection shall be referred to arbitration :

(2) If any telegraphic line of the Postmaster-General is injuriously affected by the construction by the Promoters of their electric lines and works or by the working of the undertaking the Promoters shall pay the expenses of all such alterations in

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

the telegraphic lines of the Postmaster-General as may be necessary to remedy such injurious affection: A.D. 1912.

- (3) Before any electric line is laid down or any act or work for working the tramway by electricity is done within ten yards of any part of a telegraphic line of the Postmaster-General (other than repairs) the Promoters or their agents not more than twenty-eight nor less than fourteen days before commencing the work shall give written notice to the Postmaster-General specifying the course of the line and the nature of the work including the gauge of any wire and the Promoters and their agents shall conform with such reasonable requirements (either general or special) as may be made by the Postmaster-General for the purpose of preventing any telegraphic line of the Postmaster-General from being injuriously affected by the said act or work. Any difference which arises between the Postmaster-General and the Promoters as to any requirement so made shall be referred to arbitration:

*Bingley  
Urban  
District  
Council.*

- (4) If any telegraphic line of the Postmaster-General situate within one mile of any portion of the works by this Order authorised is injuriously affected and he is of opinion that such injurious affection is or may be due to the construction of any such works or to the working of the undertaking the engineer-in-chief of the Post Office or any person appointed in writing by him may at all times when electrical energy is being generated for the purposes of this Order at any works of the Promoters enter thereon for the purpose of inspecting the plant and the working of the same and the Promoters shall in the presence of such engineer-in-chief or such appointed person as aforesaid make any electrical tests required by the Postmaster-General and shall produce for the inspection of the Postmaster-General the records kept by the Promoters pursuant to the Board of Trade regulations:

- 5) In the event of any contravention of or wilful non-compliance with this section by the Promoters or their agents the Promoters shall be liable to a fine not exceeding ten pounds for every day during which such contravention or non-compliance continues or if the telegraphic communication is wilfully interrupted not exceeding fifty pounds for every day on which such interruption continues:

- (6) Provided that nothing in this section shall subject the Promoters or their agents to a fine under this section if they satisfy the court having cognisance of the case that the immediate doing of any act or the execution of any work in respect of which the penalty is claimed was required to avoid an

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912

*Bingley  
Urban  
District  
Council.*

accident or otherwise was a work of emergency and that they forthwith served on the postmaster or sub-postmaster of the postal telegraph office nearest to the place where the act or work was done a notice of the execution thereof stating the reason for doing or executing the same without previous notice:

(7) For the purposes of this section a telegraphic line of the Postmaster-General shall be deemed to be injuriously affected by an act or work if telegraphic communication by means of such line is whether through induction or otherwise in any manner affected by such act or work or by any use made of such work:

(8) For the purposes of this section and subject as therein provided sections 2 10 11 and 12 of the Telegraph Act 1878 shall be deemed to be incorporated with this Order:

(9) The expression "electric line" has the same meaning in this section as in the Electric Lighting Act 1882:

(10) Any question or difference arising under this section which is directed to be referred to arbitration shall be determined by an arbitrator appointed by the Board of Trade on the application of either party whose decision shall be final and sections 30 to 32 both inclusive of the Regulation of Railways Act 1868 shall apply in like manner as if the Promoters or their agents were a company within the meaning of that Act:

(11) Nothing in this section contained shall be held to deprive the Postmaster-General of any existing right to proceed against the Promoters by indictment action or otherwise in relation to any of the matters aforesaid:

(12) In this section the expression "the Promoters" includes any person owning working or running carriages over the tramway.

Use of tram-  
way posts by  
Postmaster-  
General.

29.—(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 Promoters in connexion with the tramway 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) In placing maintaining or altering such telegraph no obstruction shall be caused to the traffic along or the working or user of the tramway:



[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

(B) The Postmaster-General shall give to the Promoters 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 herein-after provided :

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

(c) Unless otherwise agreed between the Postmaster-General and the Promoters 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 expense 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 tramway or to prevent injurious affection of the Postmaster-General's telegraphs or any telegraphic or telephonic line or electrical apparatus of the Promoters or by any regulations which may from time to time be made by the Board of Trade 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 herein-after 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 herein-after provided :

(e) Unless otherwise agreed with the approval of the Board of Trade 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 Promoters 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



[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

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 Promoters 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 Promoters 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 Promoters or failing agreement determined as herein-after provided :

(I) The Promoters 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 tramway or by any accident arising thereon or by the authorised use by the Promoters of electrical energy unless such interference damage or injury be caused by gross negligence on the part of the Promoters 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 Promoters the value of the same Provided that if the Promoters 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 herein-after provided.

(2) Nothing in this section contained shall prevent the Promoters from using their posts standards or brackets for the support of any of their electric wires and apparatus whether in connexion with their tramway or other undertakings or shall take away any existing right of the Promoters of permitting the use by any company or person of their posts standards or brackets in connexion 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 herein-after provided.

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

(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.

A.D. 1912

*Bingley  
Urban  
District  
Council.*

(4) In this section—

The expression "the Promoters" 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.

30.—(1) The Promoters' lessees may carry any parcels not exceeding fifty-six pounds in weight and may demand and take for the conveyance of such parcels upon the tramway any rates and charges not exceeding the rates and charges specified in the schedule to this Order annexed.

Charges for  
parcels.

(2) The Promoters' lessees shall give public notice of the scale of rates and charges which they intend to charge for the conveyance of parcels and similar notice of any alterations which they may from time to time intend to make in the scale of rates and charges for the time being in force in some conspicuous place at all receiving offices established by them for the reception of parcels.

31. The Promoters' lessees shall not use the tramway for the carriage of minerals or merchandise except the road materials stores refuse and manure of themselves or of the Promoters or of any other local authority whose tramways are leased to or worked by such lessees.

As to  
carriage of  
minerals &c.

*Rates.*

32.—(1) The Promoters' lessees may demand and take for every passenger travelling upon the tramway including every expense incidental to such conveyance any rates or charges not exceeding one penny per mile and for this purpose a fraction of a mile shall be deemed a mile.

Passengers'  
fares.

(2) Provided that the Promoters' lessees may appoint stages upon the tramway not less than half a mile in length and may demand and take for every passenger travelling upon the tramway including every expense incidental to the conveyance of such passenger any rates or charges not exceeding one penny for each two stages (or portion of that distance) travelled and for this purpose the fraction of a stage shall be deemed a stage.

33. The Promoters' lessees shall not take or demand on Sunday or any public or local holiday any higher rates or charges than those levied by them on ordinary week-days.

As to fares on  
Sundays and  
holidays.

34. Every passenger travelling upon the tramway 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

Passengers'  
luggage.

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

Cheap fares  
for labouring  
classes.

luggage is to be carried by hand and not to occupy any part of a seat nor to be of a form or description to annoy or inconvenience other passengers.

35.—(1) The Promoters' lessees at all times after the opening of the tramway for public traffic shall and they are hereby required to run a proper and sufficient service of carriages for artisans mechanics and daily labourers each way every morning and every evening (Sundays Christmas Day Good Friday and public holidays always excepted) at such hours not being later than eight in the morning or earlier than five in the evening respectively as may be most convenient for such workmen going to and returning from their work at fares not exceeding one halfpenny for every mile or fraction of that distance. On Saturdays the Promoters' lessees in lieu of running such carriages after five o'clock in the evening shall run the same at such hours between noon and two o'clock in the afternoon as may be most convenient for the said purposes.

(2) If complaint is made to the Board of Trade that such proper and sufficient service is not provided the Board after considering the circumstances of the locality may by order direct the Promoters' lessees to provide such service as may appear to the Board to be reasonable.

(3) The Promoters' lessees shall be liable to a penalty not exceeding five pounds for every day during which they fail to comply with any order under this section.

Payment of  
rates.

36. The rates and charges by this Order authorised shall be paid to such persons and at such places upon or near to the tramway and in such manner and under such regulations as the Promoters' lessees may by notice to be annexed to the list of rates and charges appoint.

Periodical  
revision of  
rates and  
charges.

37. If at any time after three years from the opening for public traffic of the tramway or any portion thereof or after three years from the date of any order made in pursuance of this section in respect of the tramway or any portion thereof it is represented in writing to the Board of Trade by the Promoters or by their lessees or by twenty ratepayers of the district that under the circumstances then existing all or any of the rates and charges demanded and taken in respect of the traffic on the tramway or on such portion 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 the referee reports that it has been proved to his satisfaction that all or any of the rates or charges should be revised the said Board may make an order in writing altering modifying reducing or increasing all or any of the rates and charges to be demanded and taken in respect of the traffic

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
Act, 1912.

on the tramway or on such portion of the tramway in such manner as they 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 rates and charges prescribed by any such order shall not exceed in amount the rates and charges by this Order authorised. Provided also that a copy of this section shall be annexed to every table or list of rates published or exhibited by the Promoters or their lessees.

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

*Miscellaneous.*

38. Notwithstanding anything in the Tramways Act 1870 to the contrary the Promoters may place and run carriages on and may work and may demand and take tolls and charges in respect of the tramway and in respect of the use of such carriages and may provide such stables buildings carriages trucks horses harness engines machinery apparatus steam cable electric and other plant appliances and conveniences as may be requisite or expedient for the convenient working or user of the tramway by animal or mechanical power and in such case the several provisions in this Order contained relating to the working of the tramway and the taking of rates and charges therefor shall extend and apply mutatis mutandis to and in relation to the Promoters and the Promoters may work the tramway and demand and recover such rates and charges accordingly but nothing in this section shall empower the Promoters to create or permit a nuisance or to manufacture any such plant appliances and conveniences required for the working or user of the said tramway.

Power to  
Promoters  
to work  
tramway.

39. The regulations authorised by the Tramways Act 1870 to be made by the Promoters of any tramway and their lessees may with respect to the tramway or portions of tramway for the time being belonging to and worked by the Promoters be made by the Promoters alone.

Regulations.

40.—(1) Subject to the provisions of this Order the Promoters may—

Working  
agreements.

(A) Enter into and carry into effect contracts and agreements with any person authorised (whether expressly or otherwise) to enter into such contracts or agreements and owning or working any tramways connecting with the tramway with respect to—

(i) the construction and equipment of the tramway;

(ii) the formation of junctions between the tramway and the tramways belonging to such person;



[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Bingley  
Urban  
District  
Council.*

(iii) the working running over using maintaining and managing by either of the contracting parties of the tramways or any of the tramways of the other and the fixing collecting apportionment and distribution of the rates and profits arising therefrom or of a rent for the same;

(iv) the supply under any agreement for the tramways of either of the contracting parties being worked and used by the other of motive power or of engines carriages and plant necessary for the purpose of such agreement Provided that no electrical energy shall be supplied or shall continue to be supplied by the Promoters under this section in any district other than the urban district of Bingley in which any local authority company or person shall be supplying energy under statutory authority without the consent in writing of such local authority company or person;

(v) the management regulation interchange collection transmission and delivery of traffic coming from or destined for the undertakings of the contracting parties;

(vi) the appointment of officers and servants and generally all such matters as may be deemed desirable for enabling the tramways of the contracting parties to be worked in connexion:

(B) Confirm subject to this section any such contracts and agreements entered into before the confirmation of this Order:

(2) Any contract or agreement under this section shall be submitted to and be subject to the approval of the Board of Trade.

(3) During the continuance of any agreement under this section for the working running over or user by one of the contracting parties of the tramways of the other the tramways of the parties so contracting shall for the purposes of calculating maximum rates and charges or fares in respect of conveyance partly over the tramways of the one party and partly over those of the other be considered as one tramway and the maximum charge for conveyance over the tramways of each such party shall be calculated at the maximum rate or fare which would be applicable if the conveyance took place for the entire distance over those tramways only.

(4) In this section the word "tramways" includes light railways and parts of tramways and light railways.

41. The Promoters may include in any mortgage of the local rate made by them under section 20 of the Tramways Act 1870 the

Mortgages to include rents and rates.



[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

moneys coming to them out of the rents reserved under any lease made under the authority of the Tramways Act 1870 or this Order and the rates charges and sums authorised to be taken or received by them under the provisions of this Order.

A.D. 1912.

*Bingley  
 Urban  
 District  
 Council.*

42. All orders regulations and byelaws made and consents and certificates given by the Board of Trade under the authority of this Order shall be signed by a secretary or an assistant secretary of the Board and when purporting to be so signed the same shall be deemed to be duly made in accordance with the provisions of this Order and to be orders and regulations within the meaning of the Documentary Evidence Acts 1868 and 1882 and may be proved accordingly.

Orders &c. of  
 Board of  
 Trade.

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

Recovery of  
 penalties.

44. Sections 246 and 250 of the Public Health Act 1875 and section 58 (1) of the Local Government Act 1894 shall apply to the accounts of the receipts and expenditure of the Promoters and of their committees and officers with respect to the tramway and the undertaking and to the audit thereof as if such accounts related to receipts and expenditure under the Public Health Act 1875.

Audit of  
 accounts.

45. Section 265 (Protection of local authority and their officers from personal liability) of the Public Health Act 1875 is hereby incorporated with this Order and in construing that section for the purposes of this Order the expression "this Act" where used in that section shall mean this Order.

Protection  
 of local  
 authority.

46. The Promoters may subject to the provisions of this Order (but only for the purposes of the undertaking and not so as to acquire any exclusive rights therein) acquire and hold any patent or other rights and any licences to use patent rights relating to the use of electrical power.

Power to  
 hold patent  
 rights.

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

Form and  
 delivery of  
 notices.

- (1) Every notice consent or approval shall be in writing and if given by the Promoters or by any local or road authority or company shall be signed by their clerk or secretary:
- (2) Notices and other documents required or authorised to be served under this Order may be served in the same manner as notices under the Public Health Act 1875 are by section 267 of that Act authorised to be served Provided that in the case of any authority or company any such notice or other

A.D. 1912.

*Bingley  
 Urban  
 District  
 Council.*

Provisions as  
 to arbitra-  
 tion.

document shall be delivered or sent by post in a prepaid letter addressed to the clerk to the authority at his office or to the secretary of the company at their registered or principal office.

48. Subject to the provisions of this Order where under the provisions of the Tramways Act 1870 and this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade the provisions of the Arbitration Act 1889 shall apply to every such arbitration as if the arbitration were pursuant to a submission.

Saving for  
 general Acts.

49. Nothing in this Order contained shall exempt the Promoters or any person using the tramway from the provisions of any general Act relating to tramways passed before or after the commencement of this Order or from any future revision or alteration under the authority of Parliament of the maximum rates and charges authorised by this Order.

**SCHEDULE.**

**MAXIMUM RATES AND CHARGES FOR SMALL PARCELS.**

	Per mile.
	s. d.
For any parcel not exceeding seven pounds in weight	0 3
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight	0 4
For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight	0 6
For any parcel exceeding twenty-eight pounds and not exceeding fifty-six pounds in weight	0 9
For any parcel exceeding fifty-six pounds in weight such sum as the Promoters may think fit	

Provided always that articles sent in large aggregate quantities although made up in separate parcels such as bags of sugar coffee meal and the like shall not be deemed small parcels but that term shall apply only to single parcels in separate packages.

DEWSBURY CORPORATION.

A.D. 1912.

*Order authorising the Mayor Aldermen and Burgesses of  
the Borough of Dewsbury to construct an additional  
Tramway in their Borough.*

*Dewsbury  
Corporation.*

1. This Order may be cited as the Dewsbury Corporation Tramways Order 1912 and the Dewsbury Corporation Tramways Orders 1904 1906 and 1911 and this Order may be jointly cited as the Dewsbury Corporation Tramways Orders 1904 to 1912.

Short and  
collective  
titles.

2. The several words terms and expressions to which by the Order of 1904 or the Acts in whole or in part incorporated therewith meanings are assigned have in this Order the same respective meanings Provided that in this Order—

Interpreta-  
tion.

The expression "the Order of 1904" means the Dewsbury Corporation Tramways Order 1904 as incorporated in the Order of 1906 ;

The expression "the Order of 1906" means the Dewsbury Corporation Tramways Order 1906 ;

The expression "the Order of 1911" means the Dewsbury Corporation Tramways Order 1911 ;

The expression "the tramway" means the tramway and works authorised by this Order ;

The expression "the tramway undertaking" means the tramway undertaking of the corporation so far as the same is authorised by the Order of 1904 the Order of 1906 the Order of 1911 and this Order.

3. The mayor aldermen and burgesses of the borough of Dewsbury acting by the council shall be the Promoters for the purposes of this Order and are in this Order referred to as "the Promoters."

Promoters.

4. The Promoters may subject to the provisions of this Order construct and maintain in accordance with the plans and sections deposited at the office of the Board of Trade for the purposes of this Order (which plans and sections are in this Order referred to respectively as "the deposited plans" and "the deposited sections") the tramway herein-after described with all proper rails plates sleepers channels junctions turntables turnouts crossings passing-places posts poles brackets wires stables carriage-houses engine-houses sheds buildings works and conveniences connected therewith or for the purposes thereof :

Construction  
of tramway.

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*Dewsbury Corporation.*

Provided that no post or other apparatus shall be erected on the carriageway of any street or road for the purposes of the tramway except with the consent of the Board of Trade :

Provided also that nothing in this Order or in any Act wholly or in part incorporated therewith shall extend to or authorise any interference with any works of any undertakers under the Electric Lighting Acts 1882 and 1888 to which the provisions of section 15 of the Act of 1882 apply except in accordance with and subject to the provisions of that section.

The tramway authorised by this Order will be laid as a double line and will be wholly situate within the borough and is as follows (that is to say) :—

A tramway 1 mile 5 furlongs 5·5 chains or thereabouts in length commencing in Halifax Road by a junction with Railway No. 2 authorised by the Spen Valley Light Railway Order 1901 at a point 395 yards or thereabouts measured in a north-westerly direction from the centre of the Dewsbury Market Place passing along Willans Road Moorlands Road Boothroyd Lane and Staincliffe Road and terminating in Staincliffe Road at or near to the point where that road crosses the boundary of the borough.

For protection of Yorkshire (Woollen District) Electric Tramways Limited.

5.—(1) Notwithstanding anything contained in this Order before the Promoters shall commence the construction of any works under the powers of this Order for the purpose of forming a physical junction with the light railways belonging to them but at the date of this Order leased to and worked by the Yorkshire (Woollen District) Electric Tramways Limited (in this section called "the company") they shall if such works would interfere with the said light railways or interrupt the service of cars thereon obtain the consent of the company to the construction of such works but such consent shall not be unreasonably withheld and any such works shall be constructed in accordance with such plans and in compliance with such conditions as may before the commencement thereof be agreed upon between the Promoters and the company or failing agreement settled by arbitration as herein-after provided.

(2) Any question which shall arise between the Promoters and the company as to the reasonableness of the withholding of any consent or otherwise under the provisions of this section shall be referred to arbitration the arbitrator being appointed failing agreement by the Board of Trade and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

Application of Order of 1904.

6. Subject to the provisions of this section the provisions of the Order of 1904 the Order of 1906 and the Order of 1911 shall so far

as the same are applicable and are not inconsistent with the provisions of this Order extend and apply to the tramway in like manner in every respect as if the tramway formed part of the tramways and the undertaking authorised by the Order of 1904 and as if the tramway undertaking had been wholly authorised by the Order of 1904 and for the purpose of such application the expression "the tramways" and "the undertaking" in the said provisions shall be construed to include the tramway as defined by this Order:

A.D. 1912.

*Dewsbury Corporation.*

Provided always that the following sections of the Order of 1904 and the Order of 1911 shall not extend or apply to the tramway namely:—

The Order of 1904—

- Section 6 Construction of tramways;
- Section 7 For protection of main roads;
- Section 8 For protection of frontages in Vicarage Road and Long Causeway;
- Section 9 For protection of Lancashire and Yorkshire Railway Company;
- Section 10 For protection of Great Northern Railway Company;
- Section 11 For further protection of Great Northern Railway Company:

The Order of 1911—

- Section 4 Construction of tramway;
- Section 5 Application of Order of 1904;
- Section 6 For protection of West Riding County Council.

---

## PORTSMOUTH CORPORATION.

*Order authorising the Mayor Aldermen and Burgesses of the Borough of Portsmouth to construct additional Tramways in the said Borough and for other purposes.*

*Portsmouth Corporation.*

1. This Order may be cited as the Portsmouth Corporation Tramways Order 1912. Short title.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement and Incorporation of Acts.



[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912. with respect to the entry upon lands by the Promoters of the under-  
taking) and of the Tramways Act 1870 are hereby incorporated with  
*Portsmouth Corporation.* this Order except where the same are inconsistent with or expressly  
varied by this Order.

Interpreta-  
tion.

3. The several words terms and expressions to which by the  
Tramways Act 1870 meanings are assigned have in this Order the  
same respective meanings:

Provided that in this Order—

The expressions “the tramways” and “the undertaking” mean  
respectively the tramways and works and the undertaking by  
this Order authorised;

The expressions “the Act of 1898” “the Order of 1900” and “the  
Order of 1909” mean respectively the Portsmouth Corporation  
Tramways Act 1898 the Portsmouth Corporation Tramways  
Confirmation Order 1900 confirmed by the Tramways Orders  
(No. 5) Act 1900 and the Portsmouth Corporation Tramways  
Order 1909 confirmed by the Tramways Orders Confirmation  
Act 1909; and

The expression “the corporation” means the mayor aldermen  
and burgesses of the borough of Portsmouth acting by the  
council.

Promoters.

4. The corporation shall be the Promoters for the purposes of  
this Order and are in this Order referred to as “the Promoters.”

Construc-  
tion of  
tramways.

5. Subject to the provisions of this Order the Promoters may  
construct and maintain in accordance with the plans and sections  
deposited at the office of the Board of Trade for the purposes of this  
Order (which plans are in this Order referred to as “the deposited  
plans”) the tramways herein-after described with all proper rails plates  
sleepers junctions turntables turnouts crossings passing-places tubes  
wires stables carriage-houses sheds buildings works apparatus and  
conveniences connected therewith or for the purposes thereof and may  
take up and remove so much of any existing lines of tramway as will  
be rendered unnecessary by the construction of the said tramways  
Provided that no post or other apparatus shall be erected on the  
carriageway of any street or road for the purposes of the tramways  
except with the consent of the Board of Trade Provided also that  
nothing in this Order or in any Act wholly or in part incorporated  
therewith shall extend to or authorise any interference with any works  
of any undertakers within the meaning of the Electric Lighting Acts  
1882 to 1909 to which the provisions of section 15 of the Electric  
Lighting Act 1882 apply except in accordance with and subject to the  
provisions of that section.

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

The tramways authorised by this Order will be wholly situate in the parish and borough of Portsmouth and are—

A.D. 1912.

Portsmouth  
Corporation.

Tramway No. 1 (6 furlongs 7·27 chains in length whereof 2 furlongs 8·31 chains are double line 3 furlongs 8·11 chains are interlacing line and ·85 chain is single line).—Commencing in Commercial Road by a junction with the existing tramway in that road at a point 3 yards or thereabouts north of the northern side of Garfield Road thence passing into and along Twyford Avenue to and terminating in Northern Parade at a point 14 yards or thereabouts west of the western side of Gladys Avenue:

Tramway No. 1 will be a double line throughout except at the following places where it will be interlacing line and single line respectively (viz.):—

In Twyford Avenue—

- (A) Interlacing line between a point 70 yards or thereabouts south of the southern side of Silverlock Street and a point 2 yards or thereabouts south of the northern side of Mills Road;
- (B) Interlacing line between a point 7 yards or thereabouts south of the northern side of Simpson Road and a point 3 yards or thereabouts south of the northern side of St. Marks Road;
- (C) Interlacing line between the northern side of Knox Road and a point 28 yards or thereabouts north of the northern side of Newcomen Road;
- (D) Interlacing line between a point 10 yards or thereabouts north of the northern side of Wilson Road and a point 15 yards or thereabouts north of the northern side of Gruneisen Road;
- (E) Interlacing line between a point 3 yards or thereabouts north of the northern side of Strode Road and a point 17 yards or thereabouts south of the southern side of Walden Road:

In Northern Parade—

- (F) Single line between a point 30 yards or thereabouts west of the western side of Gladys Avenue and the termination of the tramway.

Tramway No. 2 (3 furlongs 7·13 chains in length whereof 2 furlongs 7·95 chains are double line 8·18 chains are interlacing line and 1 chain is single line).—Commencing in

A.D. 1912.

*Portsmouth  
Corporation.*

Goldsmith Avenue by a junction with the existing tramway in that road at a point 11 yards or thereabouts west of the western side of Milton Road thence passing into and along Eastney Road to and terminating in Highland Road by a junction with the existing tramway in that road at a point 30 yards or thereabouts west of the west side of Cromwell Road :

Tramway No. 2 will be a double line throughout except at the following places where it will be interlacing line and single line respectively (viz.) :—

In Eastney Road—

- (A) Interlacing line between a point 42 yards or thereabouts south of the southern side of Bransbury Road and a point 3 yards or thereabouts south of the northern side of Reginald Road :

In Highland Road—

- (B) Single line between a point 8 yards or thereabouts west of the west side of Cromwell Road and the termination of the tramway.

Tramway No. 3 (4 furlongs 6·66 chains in length whereof 3 furlongs 4·86 chains are double line 9·99 chains are interlacing line and 1·81 chains are single line).—Commencing in St. Helen's Parade by a junction with the existing tramway in that road at a point 162 yards or thereabouts south of the southern side of Granada Road thence passing into and along Festing Road to and terminating in Highland Road by a junction with the existing tramway in that road at a point 19 yards or thereabouts west of the western side of Festing Road :

Tramway No. 3 will be a double line throughout except at the following places where it will be single line and interlacing line respectively (viz.) :—

In St. Helen's Parade—

- (A) Single line between the commencement of the tramway and a point 122 yards or thereabouts south of the south side of Granada Road :

In Festing Road—

- (B) Interlacing line between a point 65 yards or thereabouts north of the north side of Eastern Parade and a point 5 yards or thereabouts south of the south side of South Road ;

(c) Interlacing line between a point 15 yards or thereabouts north of the north side of South Road and a point 3 yards or thereabouts north of the south side of Festing Grove ;

A.D. 1912.  
—  
*Portsmouth Corporation.*

(d) Interlacing line between points respectively 100 yards and 145 yards or thereabouts north of the north side of Festing Grove :

Provided that notwithstanding anything shown on the deposited plans the position of Tramway No. 3 in St. Helen's Parade shall be such as may be approved by the Board of Trade and the construction of the said tramway in the said parade shall not be commenced until the position has been so approved.

Tramway No. 3A (double line 1.81 chains in length).—Commencing in Festing Road by a junction with Tramway No. 3 in that road at a point 18 yards or thereabouts south of the southern side of Highland Road and terminating in Highland Road by a junction with the existing tramway in that road at a point 18 yards or thereabouts east of the eastern side of Festing Road.

6. Subject to the provisions of this Order the herein-after mentioned provisions of the Order of 1909 and the provisions thereby applied shall so far as the same are applicable extend and apply to the tramways and undertaking by this Order authorised in like manner in every respect as if the tramways and undertaking by this Order authorised formed part of the tramways and tramway undertaking authorised by the Act of 1898 the Order of 1900 and the Order of 1909 and for the purpose of such application the expressions "the tramways" and "the tramway undertaking" and "the undertaking" in the said provisions shall be construed to include the tramways and the undertaking as defined by this Order.

Extending to this Order certain provisions of Order of 1909.

The provisions of the Order herein-before referred to are—

Section 7 (For protection of Postmaster-General).

Section 8 (Use of tramway posts by Postmaster-General).

Section 9 (As to alteration of tramway lines &c.).

Section 10 (Passengers' fares).

Section 11 (Extending to this Order certain provisions of Order of 1900).

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

WEST HARTLEPOOL CORPORATION.

*West  
Hartlepool  
Corporation.*

*Order authorising the Mayor Aldermen and Burgesses of  
the County Borough of West Hartlepool to construct Tramways  
in their Borough.*

*Preliminary.*

Short title.

1. This Order may be cited as the West Hartlepool Corporation Tramways Order 1912.

Incorporation of Acts.

2. The provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement and with respect to the entry upon lands by the Promoters of the undertaking) and of the Tramways Act 1870 are hereby incorporated with this Order except where the same are inconsistent with or expressly varied by this Order.

Interpretation.

3. The several words terms and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings:

Provided that in this Order—

The expression "the borough" means the county borough of West Hartlepool;

The expression "the corporation" means the mayor aldermen and burgesses of the borough acting by the council;

The expression "the corporation tramways" means the tramways and works by this Order authorised and all other tramways for the time being belonging to the corporation and wholly situate within the borough or (as the case may be) any part of such tramways;

The expression "the undertaking" means the undertaking by this Order authorised and other the tramway undertaking of the corporation;

The expression "mechanical power" includes steam electrical and every other motive power not being animal power and the word "engine" includes motor.

Promoters.

4. The corporation shall be the Promoters for the purposes of this Order and are in this Order referred to as "the Promoters."

Lands.

5. The Promoters may—  
(A) Subject to the sanction of the Local Government Board and under such conditions as they 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 not dedicated to public use from time to time vested in them being part of their corporate estates:

A.D. 1912.  
West  
Hartlepool  
Corporation.

- (B) By agreement from time to time purchase and acquire for the purposes of the 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 Promoters from the sale of such lands or from fines or premiums on leases of the same 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 Local Government Board:

Provided that they shall not at any time hold for such purposes more than five acres of land Provided also that nothing in this Order shall exonerate the Promoters 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.

*Construction of Tramways.*

6. The Promoters may subject to the provisions of this Order:— Construction  
of tramways.
- (a) Construct and maintain in accordance with the plans and sections deposited at the office of the Board of Trade for the purposes of this Order (which plans and sections are in this Order referred to respectively as "the deposited plans" and "the deposited sections") the tramways hereinafter described with all proper rails plates sleepers junctions turntables turnouts works and conveniences connected therewith or for the purposes thereof:
- (b) Erect or construct on any lands taken or appropriated under the powers of this Order any offices stables sheds workshops stores waiting-rooms or other buildings yards works and conveniences for the purposes of the undertaking:

Provided that nothing in this Order or in any Act wholly or in part incorporated therewith shall extend to or authorise any interference with any works of any undertakers under the Electric Lighting Acts 1882 and 1888 to which the provisions of section 15 of the Act of 1882 apply except in accordance with and subject to the provisions of that section.

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.  
—  
*West*  
*Hartlepool*  
*Corporation.*

The tramways authorised by this Order will be wholly situate within the borough and are as follows (that is to say):—

Tramway No. 1 (2 furlongs 2·76 chains or thereabouts in length whereof 1 furlong 4·16 chains are single line and 8·60 chains are double line) commencing in Church Street by a junction with the existing tramway in that street at a point 0·75 chain or thereabouts measured in a westerly direction from a point in that street opposite the west side of Lynn Street thence proceeding into and along and terminating in Lynn Street at the intersection of the centre lines of Lynn Street and Lamb Street:

Tramway No. 1 will be laid as a single line except between the points herein-after specified where it will be laid as a double line:—

- (A) In Lynn Street from a point opposite the south side of Surtees Street for a distance of 3 chains or thereabouts measured in a southerly direction;
- (B) In Lynn Street from the intersection of the centre lines of Lynn Street and Lambton Street for a distance of 5·6 chains or thereabouts measured in a southerly direction:

Provided that the Promoters shall not construct Tramway No. 1 in Lynn Street from a point opposite the south side of John Street for a distance of 3 chains measured in a southerly direction until they have so widened that street between those points as to leave a space of 9 feet 6 inches between the nearest rail of the tramway and the kerb on both sides of the tramway.

Tramway No. 1A (double line 1·23 chains or thereabouts in length) commencing in Lynn Street by a junction with Tramway No. 1 at a point 0·75 chain or thereabouts measured in a northerly direction from the intersection of the centre lines of Lynn Street and Musgrave Street thence proceeding into and terminating in Musgrave Street at a point 0·75 chain or thereabouts measured in a westerly direction from the said point of intersection of Lynn Street and Musgrave Street.

Tramway No. 2 (2 furlongs 4·88 chains or thereabouts in length whereof 1 furlong 5·83 chains are single line and 9·05 chains are double line) commencing in Musgrave Street by a junction with Tramway No. 1A at its termination thence proceeding along Musgrave Street to and terminating in Stockton Street by a junction with the existing tramway in that street at a point 0·9 chain or thereabouts measured in a northerly direction from the intersection of the centre lines of Musgrave Street and Stockton Street:

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

Tramway No. 2 will be laid as a single line except between the points herein-after specified where it will be laid as a double line:—

A.D. 1912.

West  
Hartlepool  
Corporation.

- (A) In Musgrave Street from the commencement of the tramway for a distance of 2·73 chains or thereabouts measured in a westerly direction;
- (B) In Musgrave Street from a point 0·82 chain or thereabouts west of a point in that street opposite the west side of Grace Street for a distance of 3 chains or thereabouts measured in a westerly direction;
- (C) From a point in Musgrave Street opposite the west side of St. James' Place to the termination of the tramway in Stockton Street.

Tramway No. 3 (4 furlongs 3·96 chains or thereabouts in length whereof 2 furlongs 6·36 chains are single line and 1 furlong 7·60 chains are double line) commencing in Stockton Street by a junction with the existing tramway in that street at a point 0·6 chain or thereabouts south of the intersection of the centre lines of Stockton Street and Park Road thence proceeding into and along Park Road and York Road to and terminating in Stockton Road by a junction with the existing tramway in that road at a point 1·2 chains or thereabouts south of the intersection of Blakelock Road and York Road:

Tramway No. 3 will be laid as a single line except between the points herein-after specified where it will be laid as a double line:—

- (A) From the commencement of the tramway in Stockton Street to a point in Park Road 0·85 chain or thereabouts measured in a westerly direction from the intersection of the centre lines of Park Road and Silver Street;
- (B) From a point in Park Road 4·4 chains or thereabouts measured in a westerly direction from the intersection of the centre lines of Park Road and Waldon Street to a point in York Road 1·1 chains or thereabouts south of the intersection of York Road and Gainford Street;
- (C) In York Road from a point 4·3 chains or thereabouts measured in a southerly direction from the intersection of the centre lines of York Road and Lister Street to a point opposite the south side of Houghton Street.

Tramway No. 3A (double line 1·10 chains or thereabouts in length) commencing in York Road by a junction with Tramway No. 3 at a point 0·65 chain or thereabouts measured in a northerly direction from the intersection of the centre lines of York Road

A.D. 1912.

—  
*West*  
*Hartlepool*  
*Corporation.*

and Elwick Road thence proceeding into and terminating in Elwick Road at a point 0·75 chain or thereabouts west of the intersection of the centre lines of York Road and Elwick Road.

Tramway No. 4 (3 furlongs 5·15 chains or thereabouts in length whereof 2 furlongs 6·42 chains are single line and 8·73 chains are double line) wholly situate in Elwick Road commencing by a junction with Tramway No. 3A at its termination and terminating at the intersection of the centre lines of Eldon Grove and Elwick Road:

Tramway No. 4 will be laid as a single line except between the points herein-after specified where it will be laid as a double line:—

- (A) In Elwick Road from the commencement of the tramway for a distance of 2·73 chains or thereabouts measured in a westerly direction;
- (B) In Elwick Road from a point 0·4 chain or thereabouts measured in an easterly direction from a point opposite the east side of Lansdowne Road for a distance of 3 chains or thereabouts measured in a westerly direction;
- (C) In Elwick Road from a point opposite the west side of Burn Valley Road for a distance of 3 chains or thereabouts measured in a westerly direction.

Tramway No. 5 (1 furlong 2·50 chains or thereabouts in length whereof 6·50 chains are single line and 6 chains are double line) commencing in Elwick Road by a junction with Tramway No. 4 at a point 0·75 chain or thereabouts west of the intersection of the centre lines of York Road and Elwick Road and proceeding along Elwick Road in an easterly direction to and terminating in Stockton Road by a junction with the existing tramway in that road at a point 0·75 chain or thereabouts measured in a south-westerly direction from the intersection of the centre lines of Stockton Road and Church Row:

Tramway No. 5 will be laid as a single line except between the points herein-after specified where it will be laid as a double line:—

- (A) In Elwick Road from the commencement of the tramway for a distance of 4·14 chains or thereabouts measured in an easterly direction;
- (B) In Elwick Road from a point 2·75 chains or thereabouts measured in an easterly direction from the intersection of the centre lines of Elwick Road and Waldon Street for a distance of 1·86 chains or thereabouts measured in an easterly direction.

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

Tramway No. 6 (1 furlong 6·54 chains or thereabouts in length whereof 1 furlong 0·61 chain are single line and 5·93 chains are double line) commencing in York Road by a junction with Tramway No. 3 at a point 0·75 chain or thereabouts measured in a southerly direction from the intersection of the centre lines of York Road and Park Road thence proceeding along York Road in a northerly direction to and terminating in Victoria Road by a junction with the existing tramway in that road at a point 1 chain east of the intersection of the centre lines of York Road and Victoria Road:

A.D. 1912.

West  
Hartlepool  
Corporation.

Tramway No. 6 will be laid as a single line except between the points herein-after specified where it will be laid as a double line:—

- (A) In York Road from the commencement of the tramway for a distance of 2·93 chains or thereabouts measured in a northerly direction;
- (B) In York Road from a point 0·65 chain or thereabouts measured in a southerly direction from the intersection of the centre lines of York Road and South Road for a distance of 3 chains or thereabouts measured in a northerly direction.

Tramway No. 7 (double line 1 furlong 2·83 chains or thereabouts in length) commencing in Victoria Road by a junction with the existing tramway in that road at a point 0·5 chain or thereabouts measured in a westerly direction from the west side of Stockton Street thence proceeding in an easterly direction along Upper Church Street and the south side of Church Square to and terminating in Church Street by a junction with the existing tramway in that street at a point opposite the east side of Scarborough Street.

Tramway No. 7A (double line 1·47 chains or thereabouts in length) commencing in Stockton Street by a junction with the existing tramway in that street at a point 1·35 chains or thereabouts south of the intersection of the centre lines of Stockton Street and Victoria Road thence proceeding into and terminating in Upper Church Street by a junction with Tramway No. 7 at a point 1·15 chains or thereabouts measured in an easterly direction from the intersection of the centre lines of Upper Church Street and Stockton Street.

Tramway No. 7B (single line 1·35 chains or thereabouts in length) commencing in Clarence Road by a junction with the existing tramway in that road at a point 1·2 chains or thereabouts south of the intersection of the centre lines of Clarence Road and Middleton Road thence proceeding into and terminating in



[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO 5.]  
*Act, 1912.*

A.D. 1912.

*West  
Hartlepool  
Corporation.*

Middleton Road at a point 1.1 chains or thereabouts west of the intersection of the centre lines of Clarence Road and Middleton Road:

Provided that the Promoters shall not construct Tramway No. 7B unless and until Clarence Road and Middleton Road have been widened at their junction as shown on the deposited plans.

Tramway No. 8 (5 furlongs 9.58 chains or thereabouts in length whereof 4 furlongs 7.58 chains are single line and 1 furlong 2 chains are double line) commencing in Middleton Road at a point 0.8 chain or thereabouts measured in a westerly direction from the west side of Clarence Road by a junction with Tramway No. 7B and terminating in Hart Lane at the intersection of the centre lines of Hart Lane and Weldeck Road:

Tramway No. 8 will be laid as a single line except between the points herein-after specified where it will be laid as a double line:—

- (A) In Middleton Road from the commencement of the tramway for a distance of 3 chains or thereabouts measured in a westerly direction;
- (B) In Middleton Road from a point 0.75 chain or thereabouts measured in an easterly direction from the intersection of the centre lines of Middleton Road and Dale Street for a distance of 3 chains or thereabouts measured in a westerly direction;
- (C) In Hart Lane from a point 0.5 chain or thereabouts measured in an easterly direction from the intersection of the centre lines of Hart Lane and Hopps Street for a distance of 3 chains or thereabouts measured in a westerly direction;
- (D) In Hart Lane from a point 0.5 chain or thereabouts measured in a westerly direction from the intersection of the centre lines of Hart Lane and Duke Street for a distance of 3 chains or thereabouts measured in a westerly direction.

Tramway No. 9 (3 furlongs 7.57 chains or thereabouts in length whereof 2 furlongs 8.17 chains are single line and 9.4 chains are double line) commencing in Hart Lane by a junction with Tramway No. 8 at a point 0.5 chain or thereabouts measured in a westerly direction from the intersection of the centre lines of Hart Lane and Hart Road thence proceeding into and along Hart Road and terminating in that road by a junction with Tramway No. 7 at a point opposite the south-west corner of the police station:

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

Tramway No. 9 will be laid as a single line except between the points herein-after specified where it will be laid as a double line:—

A.D. 1912:

*West  
Hartlepool  
Corporation.*

(A) In Hart Road from a point 0·6 chain or thereabouts measured in a south-easterly direction from the intersection of the centre lines of Hart Road and Hart Lane for a distance of 3 chains or thereabouts measured in a south-easterly direction;

(B) From a point in Hart Road 1·36 chains or thereabouts measured in a south-easterly direction from the intersection of the centre lines of Hart Road and Middleton Grange Lane to the point of termination of the tramway in Upper Church Street.

7.—(1) The tramways authorised by this Order shall be constructed on a gauge of three feet six inches or such other gauge as may from time to time be determined by the Board of Trade on the application of the Promoters.

Gauge and width of carriages.

(2) In the event of any of the corporation tramways being constructed on a less gauge than four feet eight and a half inches so much of section 34 of the Tramways Act 1870 as limits the extent of the carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the corporation tramways but in that case no engine or carriage used on the corporation tramways shall exceed six feet six inches in width or such other width as may from time to time be prescribed by the Board of Trade.

8. In addition to the requirements of section 26 of the Tramways Act 1870 the Promoters shall lay before the Board of Trade a plan showing the proposed mode of constructing laying down or renewing the corporation tramways and a statement of the materials intended to be used therein and the Promoters shall not commence the construction laying down or renewal of any of the corporation tramways except for the purpose of necessary repairs until such plan and statement have been approved by the Board of Trade and after such approval the works shall be executed in accordance in all respects with such plan and statement.

Provisions as to construction of tramways.

9. The rails of the corporation tramways shall be such as the Board of Trade may approve.

Rails of tramways.

10.—(1) The Promoters shall at all times maintain and keep in good condition and repair and so as not to be a danger or annoyance to the ordinary traffic the rails of the corporation tramways and the substructure upon which the same rest and if the Promoters at any time fail to comply with this provision or with the provisions of

Penalty for not maintaining rails and roads in good condition.

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912. section 28 of the Tramways Act 1870 they shall be subject to a penalty not exceeding five pounds and to a penalty not exceeding five pounds for every day on which such non-compliance continues.

*West  
Hartlepool  
Corporation.*

(2) In case it is represented in writing to the Board of Trade by twenty ratepayers of the borough that the Promoters have made default in complying with the provisions in this section contained or with any of the requirements of section 28 of the Tramways Act 1870 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 a secretary or assistant secretary of the Board of Trade may be adduced as evidence of such default and of the liability of the Promoters to such penalty or penalties in respect thereof as is or are by this section imposed.

*Tramways to  
be kept on  
level of  
surface of  
road.*

11. If the Promoters or any other road authority hereafter alter the level of any road along or across which any part of the corporation tramways is laid or authorised to be laid the Promoters 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.

*Cross-overs  
to be con-  
structed in  
certain cases.*

12. Where in any road in which a double line of tramway is laid there shall be less width between the outside of the footpath on either side of the road and the nearest rail of the tramway than nine feet six inches the Promoters shall if and where required by the Board of Trade construct a cross-over or cross-overs connecting the one tramway with the other and by means of such cross-over or cross-overs the traffic shall when necessary be diverted from one tramway to the other.

*Power to  
make  
additional  
cross-overs  
&c. and to  
alter tram-  
way lines.*

13.—(1) The Promoters may subject to the provisions of this Order with the consent of the Board of Trade make maintain alter and remove all such cross-overs passing-places sidings junctions and other works in addition to those particularly specified in and authorised by this Order as they find necessary or convenient for the efficient working of the corporation tramways or for effecting junctions with other tramways or light railways or for providing access to any warehouses stables carriage-houses sheds or works of the Promoters.

(2) Notwithstanding anything shown on the deposited plans the Promoters may with the consent of the Board of Trade lay down double lines in lieu of single or interlacing lines or single lines in lieu of double or interlacing lines or interlacing lines in lieu of double or single lines on any of the corporation tramways and may

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

with the like consent alter the position in the road of any of the corporation tramways or any part thereof respectively. Provided that the uppermost surface thereof shall be on a level with the surface of the road.

A.D. 1912.

*West  
Hartlepool  
Corporation.*

(3) Provided that if in the construction of any works under this section any rail is intended to be so laid that for a distance of thirty feet or upwards a less space than nine feet six inches would intervene between it and the outside of the footpath on either side of the road the Promoters shall not less than one month before commencing the works give notice in writing to every owner and occupier of houses shops and warehouses abutting on the place where such less space would intervene and such rail shall not be laid if the owners or occupiers of one-third of such houses shops or warehouses by writing under their hands addressed and delivered to the Promoters within three weeks after receiving the notice from the Promoters express their objection thereto.

14. Where by reason of the execution of any work affecting the surface or soil of any road along which any of the corporation tramways are laid it is in the opinion of the Promoters necessary or expedient temporarily to alter remove or discontinue the use of such tramway or any part thereof the Promoters may construct in the same or any adjacent road and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of the tramway so removed or discontinued.

Temporary tramways may be made when necessary.

15. Any paving metalling or material excavated by the Promoters in the construction of any works under the authority of this Order from any road under their jurisdiction or control shall absolutely vest in and belong to the Promoters and may be dealt with removed and disposed of by them in such manner as they may think fit.

Application of road materials excavated in construction of works.

16. The Promoters may erect and maintain shelters or waiting-rooms for the accommodation of passengers and may use for that purpose portions of the public streets or roads.

Shelters or waiting-rooms.

17. The tramways by this Order authorised shall not be opened for public traffic until the same have been inspected and certified to be fit for such traffic by the Board of Trade.

Tramways not to be opened until certified by Board of Trade.

*Motive Power.*

18. The carriages used on the corporation tramways may be moved by animal power or subject to the following provisions by mechanical power (that is to say):—

Provisions as to motive power.

(1) The mechanical power shall not be used except with the consent of and according to a system approved by the Board of Trade :

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*West  
Hartlepool  
Corporation.*

(2) The Board of Trade shall make regulations (in this Order referred to as "the Board of Trade regulations") for securing to the public all reasonable protection against danger arising from the use under this Order of mechanical power on the corporation tramways and for regulating the use of electrical power :

(3) The Promoters or any person using any mechanical power on the corporation tramways contrary to the provisions of this Order or of the Board of Trade regulations shall for every such offence be liable to a penalty not exceeding ten pounds and also in the case of a continuing offence to a further penalty not exceeding five pounds for every day during which such offence is continued after conviction thereof :

(4) The Board of Trade if they are of opinion—

(A) that the Promoters or such person have or has made default in complying with the provisions of this Order or of the Board of Trade regulations whether a penalty in respect of such non-compliance has or has not been recovered ; or

(B) that the use of mechanical power as authorised under this Order is a danger to the passengers or the public ; may by order either direct the Promoters or such person to cease to use such mechanical power or permit the same to be continued only subject to such conditions as the Board of Trade may impose and the Promoters or such person shall comply with every such order. In every such case the Board of Trade shall make a special report to Parliament notifying the making of such order.

*Mechanical  
power works.*

19. For the purpose of working any of the corporation tramways by mechanical power the Promoters and their lessees subject to the provisions of this Order (and as to the lessees subject to the terms of their lease) may—

(A) Construct provide maintain and use on any lands appropriated or acquired by them under the powers of this Order stations for generating electrical power with all necessary or proper machinery dynamos engines buildings works and conveniences ;

(B) Place construct erect lay down make and maintain on above or below the surface of any street or road within the borough (but as regards any post on the carriage-way not without the express approval of the Board of Trade and subject to such conditions as to removal as that Board may impose) posts brackets electric conductors wires boxes apparatus subways tunnels cables tubes and openings ;



[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

(c) With the consent of the owners and occupiers of any houses or buildings within the borough affix to such houses or buildings or maintain brackets wires and apparatus.

A.D. 1912.  
*West  
Hartlepool  
Corporation.*

20. All works to be executed by the Promoters or their lessees in any street or road for working the corporation tramways by mechanical power in pursuance of the powers of this Order shall be deemed to be works of a tramway subject in all respects (save as by this Order otherwise expressly provided) to the provisions of the Tramways Act 1870 as in this Order incorporated as if they had been therein expressly mentioned. Provided always that nothing in this Order contained shall authorise the opening or breaking up of any street or road outside the borough and that section 30 (except subsections 1 and 5 thereof) of the tramways Act 1870 in its application to the undertaking shall have effect as if wires or apparatus laid in a road included wires or apparatus erected or carried over a street road or footpath.

*Mechanical  
power works  
to be subject  
to Tramways  
Act 1870.*

21. Subject to the provisions of this Order the Board of Trade may make byelaws with regard to any part of the corporation tramways upon which mechanical power may be used for all or any of the following purposes (that is to say):—

*Byelaws.*

For regulating the use of any bell whistle or other warning apparatus fixed to the engine or carriages;

For regulating the emission of smoke or steam from engines used on the corporation tramways;

For providing that engines and carriages shall be brought to a stand at the intersection of cross streets and at such places and in such cases of horses being frightened or of impending danger as the Board of Trade may deem proper for securing safety;

For regulating the entrance to exit from and accommodation in the carriages used on the corporation tramways and the protection of passengers from the machinery of any engine used for drawing or propelling such carriages;

For providing for the due publicity of all byelaws and Board of Trade regulations in force for the time being in relation to the corporation tramways by exhibition of the same in conspicuous places on the carriages and elsewhere.

Any person offending against or committing a breach of any of the byelaws made by the Board of Trade under the authority of this Order shall be liable to a penalty not exceeding forty shillings.

[Ch. cxliv.] *Tramways Orders Confirmation Act, 1912.* [2 & 3 GEO. 5.]

A.D. 1912.

*West  
Hartlepool  
Corporation.*  
Amendment  
of Tram-  
ways Act  
1870 as to  
byelaws by  
local autho-  
rity.

Special pro-  
visions as to  
use of elec-  
tric power.

22. The provisions of the Tramways Act 1870 relating to the making of byelaws by the local authority with respect to the rate of speed to be observed in travelling on the corporation tramways shall not authorise the local authority to make any byelaws sanctioning a higher rate of speed than that authorised by the Board of Trade regulations at which engines are to be driven or propelled on the corporation tramways under the authority of this Order but the byelaws of the local authority may restrict the rate of speed to a lower rate than that so authorised.

23. The following provisions shall apply to the use of electric power under this Order unless such power is entirely contained in and carried along with the carriages:—

- (1) The Promoters shall employ either insulated returns or uninsulated metallic returns of low resistance:
- (2) The Promoters shall take all reasonable precautions in constructing placing and maintaining their electric lines and circuits and other works of all descriptions and also in working their undertaking so as not injuriously to affect by fusion or electrolytic action any gas or water pipes or other metallic pipes structures or substances or to interfere with the working of any wire line or apparatus from time to time used for the purpose of transmitting electric power or of telegraphic telephonic or electric signalling communication or the currents in such wire line or apparatus:
- (3) The electric power shall be used only in accordance with the Board of Trade regulations and in such regulations provision shall be made for preventing fusion or injurious electrolytic action of or on gas or water pipes or other metallic pipes structures or substances and for minimising as far as is reasonably practicable injurious interference with the electric wires lines and apparatus of other parties and the currents therein whether such lines do or do not use the earth as a return:
- (4) The Promoters shall be deemed to take all reasonable precautions against interference with the working of any wire line or apparatus if and so long as they adopt and employ at the option of the Promoters either such insulated returns or such uninsulated metallic returns of low resistance and such other means of preventing injurious interference with the electric wires lines and apparatus of other parties and the currents therein as may be prescribed by the Board of Trade regulations and in prescribing such means the Board shall have regard to the expense involved and to the effect thereof upon the commercial prospects of the undertaking:

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

- (5) At the expiration of two years from the passing of the Act confirming this Order the provisions of this section shall not operate to give any right of action in respect of injurious interference with any electric wire line or apparatus or the currents therein unless in the construction erection maintaining and working of such wire line and apparatus all reasonable precautions including the use of an insulated return have been taken to prevent injurious interference therewith and with the currents therein by or from other electric currents:
- (6) If any difference arises between the Promoters and any other party with respect to anything herein-before in this section contained such difference shall unless the parties otherwise agree be determined by the Board of Trade or at the option of the Board by an arbitrator to be appointed by the Board and the costs of such determination shall be in the discretion of the Board or of the arbitrator as the case may be:
- (7) In this section the expression "the Promoters" includes any person owning working or running carriages over the corporation tramways or any part thereof.

A.D. 1912.

*West  
Hartlepool  
Corporation.*

24.—(A) Notwithstanding anything in this Order contained if any of the works by this Order authorised involves or is likely to involve any alteration of any telegraphic line belonging to or used by His Majesty's Postmaster-General the provisions of section 7 of the Telegraph Act 1878 shall apply (instead of the provisions of section 30 of the Tramways Act 1870) to any such alteration.

For protec-  
tion of Post-  
master-  
General.

(B) In the event of any of the corporation tramways being worked by electricity the following provisions shall have effect:—

- (1) The Promoters shall construct their electric lines and other works of all descriptions and shall work the undertaking in all respects with due regard to the telegraphic lines from time to time used or intended to be used by His Majesty's Postmaster-General and the currents in such telegraphic lines and shall use every reasonable means in the construction of their electric lines and other works of all descriptions and the working of the undertaking to prevent injurious affection whether by induction or otherwise of such telegraphic lines or the currents therein Any difference which arises between the Postmaster-General and the Promoters as to compliance with this subsection shall be determined by arbitration:

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*West  
Hartlepool  
Corporation.*

- (2) If any telegraphic line of the Postmaster-General is injuriously affected by the construction by the Promoters of their electric lines and works or by the working of the undertaking the Promoters shall pay the expenses of all such alterations in the telegraphic lines of the Postmaster-General as may be necessary to remedy such injurious affection :
- (3) Before any electric line is laid down or any act or work for working the corporation tramways by electricity is done within ten yards of any part of a telegraphic line of the Postmaster-General (other than repairs) the Promoters or their agents not more than twenty-eight nor less than fourteen days before commencing the work shall give written notice to the Postmaster-General specifying the course of the line and the nature of the work including the gauge of any wire and the Promoters and their agents shall conform with such reasonable requirements (either general or special) as may be made by the Postmaster-General for the purpose of preventing any telegraphic line of the Postmaster-General from being injuriously affected by the said act or work. Any difference which arises between the Postmaster-General and the Promoters as to any requirements so made shall be determined by arbitration :
- (4) If any telegraphic line of the Postmaster-General situate within one mile of any portion of the works of the Promoters is injuriously affected and he is of opinion that such injurious affection is or may be due to the construction of any such works or to the working of the undertaking the engineer-in-chief of the Post Office or any person appointed in writing by him may at all times when electric energy is being generated for the purposes of this Order at any works of the Promoters enter thereon for the purpose of inspecting the plant and the working of the same and the Promoters shall in the presence of such engineer-in-chief or such appointed person as aforesaid make any electrical tests required by the Postmaster-General and shall produce for the inspection of the Postmaster-General the records kept by the Promoters pursuant to the Board of Trade regulations :
- (5) In the event of any contravention of or wilful non-compliance with this section by the Promoters or their agents the Promoters shall be liable to a fine not exceeding ten pounds for every day during which such contravention or non-compliance continues or if the telegraphic communication is wilfully interrupted not exceeding fifty pounds for every day on which such interruption continues :



[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

- (6) Provided that nothing in this section shall subject the Promoters, or their agents to a fine under this section if they satisfy the court having cognisance of the case that the immediate doing of any act or the execution of any work in respect of which the penalty is claimed was required to avoid an accident or otherwise was a work of emergency and that they forthwith served on the postmaster or sub-postmaster of the postal telegraph office nearest to the place where the act or work was done a notice of the execution thereof stating the reason for doing or executing the same without previous notice:
- (7) For the purposes of this section a telegraphic line of the Postmaster-General shall be deemed to be injuriously affected by an act or work if telegraphic communication by means of such line is whether through induction or otherwise in any manner affected by such act or work or by any use made of such work:
- (8) For the purposes of this section and subject as therein provided sections 2 10 11 and 12 of the Telegraph Act 1878 shall be deemed to be incorporated with this Order:
- (9) The expression "electric line" has the same meaning in this section as in the Electric Lighting Act 1882:
- (10) Any question or difference arising under this section which is directed to be referred to arbitration shall be determined by an arbitrator appointed by the Board of Trade on the application of either party whose decision shall be final and sections 30 to 32 both inclusive of the Regulation of Railways Act 1868 shall apply in like manner as if the Promoters or their agents were a company within the meaning of that Act:
- (11) Nothing in this section contained shall be held to deprive the Postmaster-General of any existing right to proceed against the promoters by indictment action or otherwise in relation to any of the matters aforesaid:
- (12) In this section the expression "the Promoters" includes any person owning working or running carriages over any of the corporation tramways.

A.D. 1912.  
*West  
Hartlepool  
Corporation.*

25.—(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 Promoters in connexion with the corporation tramways and to lengthen adapt alter

Use of tramway posts by Postmaster-General.



[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
Act 1912.

A.D. 1912. 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:—

West  
Hartlepool  
Corporation.

(A) In placing maintaining or altering such telegraph no obstruction shall be caused to the traffic along or the working or user of the corporation tramways:

(B) The Postmaster-General shall give to the Promoters 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 herein-after provided:

(C) Unless otherwise agreed between the Postmaster-General and the Promoters 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 expense 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 corporation tramways or to prevent injurious affection of the Postmaster-General's telegraphs or any telegraphic or telephonic line or electrical apparatus of the Promoters or rendered necessary by or in consequence of any regulations which may from time to time be made by the Board of Trade 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 herein-after 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 herein-after provided:

(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:

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

- (G) The Postmaster-General shall make good to the Promoters 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 Promoters their officers or servants: A.D. 1912.  
West  
Hartlepool  
Corporation.
- (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 Promoters 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 Promoters or failing agreement determined as herein-after provided:
- (I) The Promoters 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 corporation tramways or by any accident arising thereon or by the authorised use by the Promoters of electrical energy unless such interference damage or injury be caused by gross negligence on the part of the Promoters 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 Promoters the value of the same Provided that if the Promoters 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 herein-after provided.

(2) Nothing in this section contained shall prevent the Promoters from using their posts standards or brackets for the support of any of their electric wires and apparatus whether in connexion with the corporation tramways or other municipal undertakings or shall take away any existing right of the Promoters of permitting the use by

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.  
—  
*West  
Hartlepool  
Corporation.*

any company or person of their posts standards or brackets in connexion 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 herein-after provided.

(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 "Promoters" 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.

*Traffic upon Tramways.*

Traffic upon tramways.

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

Promoters' lessees not bound to carry animals goods &c.

27. The Promoters' lessees 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.

Provisions as to carriage of animals goods &c.

28. In case the Promoters' lessees carry animals goods minerals or parcels they may and when required by the corporation 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 not exceeding twenty-eight pounds in weight.

Agreements with respect to traffic.

29. The Promoters may subject to the provisions of this Order enter into agreements with any local authority company or person with respect to the receiving from or forwarding to such local authority company or person any passengers passengers' luggage or parcels and the fixing collection and apportionment of rates charges or other receipts in respect of such traffic.

*Rates.*

Passengers' fares.

30.—(1) The Promoters' lessees may demand and take for every passenger travelling upon the corporation tramways including every expense incidental to such conveyance any rates or charges not exceeding one penny per mile and for this purpose a fraction of a mile shall be deemed a mile.

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

(2) Provided that the Promoters' lessees may appoint stages upon the corporation tramways not less than half a mile in length and may demand and take for every passenger travelling upon the corporation tramways including every expense incidental to the conveyance of such passenger any rates or charges not exceeding one penny for each two stages (or a portion of that distance) travelled and for this purpose the fraction of a stage shall be deemed a stage.

A.D. 1912.

*West  
Hartlepool  
Corporation.*

31. The Promoters' lessees shall not take or demand on Sunday or any public or local holiday any higher rates or charges than those levied by them on ordinary week-days.

As to fares  
on Sundays  
and holidays.

32. Every passenger travelling upon the corporation tramways may take with him his personal luggage not exceeding twenty-eight pounds in weight without any charge being made for the carriage thereof Provided that all such luggage be carried by hand and at the responsibility of the passenger and do not occupy any part of a seat nor be of a form or description to annoy or inconvenience other passengers.

Passengers'  
luggage.

33.—(1) The Promoters' lessees at all times after the opening of the corporation tramways for public traffic shall and they are hereby required to run a proper and sufficient service of carriages for artisans mechanics and daily labourers each way every morning and every evening (Sundays Christmas Day Good Friday and public holidays always excepted) at such hours not being later than eight in the morning or earlier than five in the evening respectively as may be most convenient for such workmen going to and returning from their work at fares not exceeding one halfpenny for every mile or fraction of that distance On Saturdays the Promoters' lessees in lieu of running such carriages after five o'clock in the evening shall run the same at such hours between noon and two o'clock in the afternoon as may be most convenient for the said purposes.

Cheap fares  
for labouring  
classes.

(2) If complaint is made to the Board of Trade that such proper and sufficient service is not provided the Board after considering the circumstances of the locality may by order direct the Promoters' lessees to provide such service as may appear to the Board to be reasonable.

(3) The Promoters' lessees shall be liable to a penalty not exceeding five pounds for every day during which they fail to comply with any order under this section.

34. The Promoters' lessees may demand and take in respect of any animals goods minerals or parcels conveyed by them on the corporation tramways including every expense incidental to such conveyance any rates or charges not exceeding the rates and charges specified

Rates and  
charges for  
animals  
goods &c.



[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*West  
Hartlepool  
Corporation.*

Payment of  
rates.

Periodical  
revision of  
rates and  
charges.

in the schedule to this Order annexed subject to the regulations in that behalf therein contained.

35. The rates and charges by this Order authorised shall be paid to such persons and at such places upon or near to the corporation tramways and in such manner and under such regulations as the Promoters' lessees may by notice to be annexed to the list of rates and charges appoint.

36. If at any time after three years from the opening for public traffic of the tramways by this order authorised or any portion thereof or after three years from the date of any order made in pursuance of this section in respect of the corporation tramways or any portion thereof it is represented in writing to the Board of Trade by the Promoters or by their lessees or by twenty ratepayers of the borough that under the circumstances then existing all or any of the rates and charges demanded and taken in respect of the traffic on the corporation tramways or on such portion 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 reports that it has been proved to his satisfaction that all or any of the rates or charges should be revised the said Board may make an order in writing altering modifying reducing or increasing all or any of the rates and charges to be demanded and taken in respect of the traffic on the corporation tramways or on such portion of the corporation tramways in such manner as they 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 rates and charges prescribed by any such order shall not exceed in amount the rates and charges by this Order authorised Provided also that a copy of this section shall be annexed to every table or list of rates published or exhibited by the Promoters or their lessees.

*Miscellaneous.*

Power to  
corporation  
to work tram-  
ways.

37. Notwithstanding anything in the Tramways Act 1870 to the contrary the corporation may place and run carriages on and may work and may demand and take rates and charges in respect of the corporation tramways and in respect of the use of such carriages and may provide such stables buildings carriages trucks horses harness engines machinery apparatus steam cable electrical and other plant appliances and conveniences as may be requisite or expedient for the convenient working or user of the said tramways by animal or mechanical power and in such case the several provisions in this Order contained relating to the working of the corporation tramways and the taking of rates and charges therefor shall extend and apply mutatis mutandis to and in



[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

relation to the corporation and the corporation may work such tramways and demand and recover such rates and charges accordingly but nothing in this section shall empower the corporation to create or permit a nuisance or to manufacture any such plant appliances or conveniences required for the working or user of such tramways.

A.D. 1912.  
West  
*Hartlepool*  
*Corporation.*

38. The regulations authorised by the Tramways Act 1870 to be made by the Promoters of any tramway and their lessees may with respect to any tramways or portions of tramways for the time being belonging to and worked by the corporation be made by the corporation alone.

Regulations.

39.—(1) Subject to the provisions of this Order the Promoters may—

Working  
agreements.

(A) Enter into and carry into effect contracts and agreements with any person or local authority authorised (whether expressly or otherwise) to enter into such contracts or agreements and owning or working any tramways connecting with any of the tramways of the Promoters with respect to—

(i) The construction of the tramways by this Order authorised ;

(ii) The formation of junctions between the tramways and the tramways belonging to such person ;

(iii) The working running over using maintaining and managing by either of the contracting parties of the tramways or any of the tramways of the other and the fixing collecting apportionment and distribution of the rates and profits arising therefrom or of a rent for the same ;

(iv) The supply under any agreement for the tramways of either of the contracting parties being worked and used by the other of motive power or of engines carriages and plant necessary for the purposes of such agreement Provided that no electrical energy shall be supplied or shall continue to be supplied by the Promoters under this section in any district in which any local authority or person shall be supplying energy under statutory authority without the consent in writing of such local authority or person ;

(v) The management regulation interchange collection transmission and delivery of traffic coming from or destined for the undertakings of the contracting parties ;

(vi) The appointment of officers and servants and generally all such matters as may be deemed desirable for enabling the tramways of the contracting parties to be worked in connexion with each other :

[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*West  
Hartlepool  
Corporation.*

(B) Confirm subject to this section any such contracts and agreements entered into before the confirmation of this Order.

(2) Any contract or agreement under this section shall be submitted to and be subject to the approval of the Board of Trade.

(3) During the continuance of any agreement under this section for the working running over or user by one of the contracting parties of the tramways of the other the tramways of the parties so contracting shall for the purposes of calculating maximum rates and charges or fares in respect of conveyance partly over the tramways of the one party and partly over those of the other be considered as one tramway and the maximum charge for conveyance over the tramways of each such party shall be calculated at the maximum rate or fare which would be applicable if the conveyance took place for the entire distance over those tramways only.

(4) In this section the word "tramways" includes light railways and parts of tramways and light railways.

*Asto through  
service  
between  
Hartlepool  
and West  
Hartlepool.*

40.—(1) From and after the commencement of this Order the General Electric Tramways Company Limited or any company body or person for the time being working the tramways in the borough of Hartlepool (all of whom are in this section referred to as "the company") for the purpose of affording a through route from the termination of the tramways in Hartlepool, to the intersection of the centre lines of Lynn Street and Church Street in the borough of West Hartlepool may run over and use with their engines carriages waggons and officers and servants in charge of engines carriages and waggons for the purposes of conveying passengers parcels passengers' luggage and goods the existing tramways in the borough of West Hartlepool between the borough boundary of Hartlepool in Cleveland Road and the intersection of the centre lines of Lynn Street and Church Street in the borough of West Hartlepool together with all passing-places junctions plant machinery motive power apparatus works and conveniences of and connected with the same and as regards traffic so conveyed by the company they shall demand and take in respect of the tramways run over the same rates and charges as those for the time being demanded and taken by the Promoters or such other rates and charges not exceeding the rates and charges from time to time authorised to be demanded in respect thereof as may be agreed between the Promoters and the company and the company shall be entitled to run over the tramways of the Promoters from the intersection of the centre lines of Church Street and Lynn Street to the Seaton Carew Light Railway for the purpose of running their cars into car-sheds to or from the said light railway or for the purpose of transferring cars to or from the said light railway but the company shall not be entitled (except with the consent of the Promoters such

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

consent not to be unreasonably withheld) to carry passengers through from the tramways of the company or the Promoters to the said light railway or vice versa.

A.D. 1912.  
West  
Hartlepool  
Corporation.

(2) The terms conditions and regulations in respect of such use and the tolls and other consideration to be paid for the same shall (if not agreed upon between the company and the Promoters) be from time to time determined in manner provided by the Tramways Act 1870 with respect to differences between promoters and a local authority.

(3) In running over and using the said tramways and in using any conveniences in accordance with the provisions herein-before contained the regulations and byelaws for the time being in force on those tramways shall be at all times observed so far as such byelaws shall be applicable.

(4) From and after the completion of the purchase by the Promoters of the tramways of the company in the borough of West Hartlepool the Promoters for the purposes of affording a through route from the intersection of the centre lines of Lynn Street and Church Street in the borough of West Hartlepool to the termination of the tramways in the borough of Hartlepool may run over and use with their engines carriages waggons and officers and servants in charge of engines carriages and waggons for the purposes of conveying passengers parcels passengers' luggage and goods the existing tramways in the borough of Hartlepool together with all passing-places junctions plant machinery motive power apparatus works and conveniences of and connected with the same and as regards traffic so conveyed by the Promoters they shall demand and take in respect of the tramways run over the same rates and charges as those for the time being demanded and taken by the company or such other rates and charges not exceeding the rates and charges from time to time authorised to be demanded in respect thereof as may be agreed between the Promoters and the company.

(5) The terms conditions and regulations in respect of such use and the tolls and other consideration to be paid for the same shall (if not agreed upon between the company and the Promoters) be from time to time determined in manner provided by the Tramways Act 1870 with respect to differences between promoters and a local authority.

(6) In running over and using the said tramways and in using any conveniences in accordance with the provisions herein-before contained the regulations and byelaws for the time being in force on those tramways shall be at all times observed so far as such byelaws shall be applicable.

41. The Promoters shall not form any junctions with or otherwise interfere with any of the tramways of the General Electric Tramways Company Limited in the borough of West Hartlepool without the consent of that company.

For protection  
of General  
Electric Tram-  
ways Company  
Limited.

[Ch. cxliv.] *Tramways Orders Confirmation Act, 1912.* [2 & 3 GEO. 5.]

A.D. 1912.

*West  
Hartlepool  
Corporation.*

Mortgages to  
include rents  
and rates.

42. The Promoters may include in any mortgage of the local rate made by them under section 20 of the Tramways Act 1870 the moneys coming to them out of the rents reserved under any lease made under the authority of the Tramways Act 1870 or this Order and the rates charges and sums authorised to be taken or received by them under the provisions of this Order.

Orders &c.  
of Board of  
Trade.

43. All orders regulations and byelaws made and consents and certificates given by the Board of Trade under the authority of this Order shall be signed by a secretary or an assistant secretary of the Board and when purporting to be so signed the same shall be deemed to be duly made in accordance with the provisions of this Order and to be orders and regulations within the meaning of the Documentary Evidence Acts 1868 and 1882 and may be proved accordingly.

Recovery of  
penalties.

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

Audit of  
accounts.

45. Sections 246 and 250 of the Public Health Act 1875 and section 58 (1) of the Local Government Act 1894 shall apply to the accounts of the receipts and expenditure of the Promoters and of their committees and officers with respect to the corporation tramways and the undertaking and to the audit thereof as if such accounts related to receipts and expenditure under the Public Health Act 1875.

Protection of  
local authority.

46. Section 265 (Protection of local authority and their officers from personal liability) of the Public Health Act 1875 is hereby incorporated with this Order and in construing that section for the purposes of this Order the expression "this Act" where used in that section shall mean this Order.

Form and  
delivery of  
notices.

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

(1) Every notice consent or approval shall be in writing and if given by the Promoters or by any local or road authority or company shall be signed by their clerk or secretary:

(2) Notices and other documents required or authorised to be served under this Order may be served in the same manner as notices under the Public Health Act 1875 are by section 267 of that Act authorised to be served Provided that in the case of any authority or company any such notice or other document shall be delivered or sent by post

in a prepaid letter addressed to the clerk to the authority at his office or to the secretary of the company at their registered or principal office.

A.D. 1912.

*West  
Hartlepool  
Corporation.*

48. Subject to the provisions of this Order where under the provisions of the Tramways Act 1870 and this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade the provisions of the Arbitration Act 1889 shall apply to every such arbitration as if the arbitration were pursuant to a submission.

Provisions as to arbitration.

49. From and after the passing of the Act confirming this Order the provisions of this Order (so far as applicable) and the Conveyance of Mails Act 1893 shall extend and apply to the corporation tramways as if all such tramways had been authorised by this Order and thereupon the Hartlepool Tramways Order 1883 (confirmed by the Tramways Orders Confirmation (No. 1) Act 1883) the Hartlepool Tramways Order 1884 (confirmed by the Tramways Orders Confirmation (No. 4) Act 1884) the Hartlepool Tramways Order 1888 (confirmed by the Tramways Orders Confirmation (No. 2) Act 1888) the Hartlepool Tramways Order 1895 (confirmed by the Tramways Orders Confirmation (No. 2) Act 1895) the Hartlepool Electric Tramways Order 1895 (confirmed by the said Act of 1895) and the West Hartlepool Tramways Order 1898 (confirmed by the Tramways Orders Confirmation (No. 3) Act 1898) shall cease to apply to the corporation tramways.

Repeal of Acts.

50. Nothing in this Order contained shall exempt the Promoters or any person using the corporation tramways or the corporation tramways from the provisions of any general Act relating to tramways passed before or after the commencement of this Order or from any future revision or alteration under the authority of Parliament of the maximum rates or charges authorised by this Order.

Saving for general Acts.

## SCHEDULE.

### MAXIMUM RATES AND CHARGES FOR ANIMALS GOODS &c.

	<i>Animals.</i>	Per mile.	
		<i>s.</i>	<i>d.</i>
For every horse mule or other beast of draught or burden	per head	0	4
For every ox cow bull or head of cattle	-	0	3
For every calf pig sheep or other small animal	-	0	1½



[Ch. cxliv.] *Tramways Orders Confirmation* [2 & 3 GEO. 5.]  
*Act, 1912.*

A.D. 1912.

*West  
Hartlepool  
Corporation.*

*Goods and Minerals.*

Per mile.  
s. d.

For all coals coke culm charcoal cannel limestone chalk lime salt sand fireclay cinders dung compost and all sorts of manure and all undressed materials for the repair of public roads or highways - - - - - per ton	0 2
For all iron iron ore pig iron bar iron rod iron sheet iron hoop iron plates of iron slabs billets and rolled iron bricks slag and stone stones for building pitching and paving tiles slates and clay (except fireclay) and for wrought iron not otherwise specifically classed herein and for heavy iron castings including railway chairs - - - - - per ton	0 2½
For all sugar grain corn flour hides dyewoods earthenware timber staves deals and metals (except iron) nails anvils vices and chains and for light iron castings - - - - - per ton	0 3
For cotton wools drugs and manufactured goods and all other wares merchandise fish articles matters or things not otherwise specially classed herein - - - - - per ton	0 4
For every carriage of whatever description - - - - -	1 0

*Small Parcels.*

Any distance.  
s. d.

For any parcel not exceeding 7 lbs. in weight - - - - -	0 3
For any parcel exceeding 7 lbs. and not exceeding 14 lbs. in weight - - - - -	0 5
For any parcel exceeding 14 lbs. and not exceeding 28 lbs. in weight - - - - -	0 7
For any parcel exceeding 28 lbs. and not exceeding 56 lbs. in weight - - - - -	0 9
For any parcel exceeding 56 lbs. in weight but not exceeding 500 lbs. in weight such sum as the person conveying the same may think fit:	

Provided always that articles sent in large aggregate quantities although made up in separate parcels such as bags of sugar coffee meal and the like shall not be deemed small parcels but that term shall apply only to single parcels in separate packages.

*For the carriage of Single Articles of Great Weight.*

For the carriage of any iron boiler cylinder or single piece of machinery or single piece of timber or stone or other single article the weight of which including the carriage exceeds four tons but does not exceed eight tons such sum as the person conveying the same may think fit not exceeding	per ton 2 0
--	-------------

[2 & 3 GEO. 5.] *Tramways Orders Confirmation* [Ch. cxliv.]  
*Act, 1912.*

For the carriage of any single piece of timber stone machinery or other single article the weight of which with the carriage exceeds eight tons such sum as the person conveying the same may think fit.

A.D. 1912.  
—  
*West  
Hartlepool  
Corporation.*

*Regulations as to Rates.*

For articles or animals conveyed on the tramways for a less distance than a mile rates and charges as for one mile may be demanded.

A fraction of a mile beyond an integral number of miles shall be deemed a mile.

For a fraction of a ton rates and charges may be demanded and taken according to the number of the quarters of a ton in such fraction and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles except stone and timber the weight shall be determined according to the imperial avoirdupois weight.

With respect to stone and timber fourteen cubic feet of stone forty cubic feet of oak mahogany teak beech or ash and fifty cubic feet of any other timber shall be deemed one ton weight and so in proportion for any smaller quantity.

---

Printed by EYRE and SPOTTISWOODE, LTD.,

FOR

ROWLAND BAILEY, Esq., C.B., M.V.O., the King's Printer of Acts of Parliament.

---

And to be purchased, either directly or through any Bookseller, from  
WYMAN AND SONS, LTD., FETTER LANE, E.C.; or  
H.M. STATIONERY OFFICE (SCOTTISH BRANCH), 23, FORTH STREET, EDINBURGH; or  
E. PONSONBY, LTD., 116, GRAFTON STREET, DUBLIN.

