



CHAPTER cxiv.

An Act to authorise the lord mayor aldermen and citizens of the city of Nottingham and county of the same city to run trolley vehicles on existing and authorised tramway routes and on further routes within the city and to abandon and discontinue tramways and for other purposes. A.D. 1930.
—
[10th July 1930.]

WHEREAS the city of Nottingham and county of the same city (in this Act called "the city") is under the municipal and local government of the lord mayor aldermen and citizens of the city (in this Act called "the Corporation"):

And whereas the Corporation are the owners of and are working within the city and in the neighbourhood thereof an extensive system of tramways and trolley vehicles (being mechanically propelled vehicles adapted for use upon roads without rails and moved by electrical power transmitted thereto from some external source) and it is expedient to empower the Corporation to work trolley vehicles on the existing and authorised tramway routes of the Corporation and along other routes within the city and to abandon and discontinue their existing tramways within and without the city and to abandon the power to construct such of their tramways within the city as are authorised but not constructed:

And whereas it is expedient that the other provisions contained in this Act be enacted:

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And whereas the purposes of this Act cannot be effected without the authority of Parliament :

And whereas estimates have been prepared for the purposes hereinafter mentioned and such estimates are as follows :—

	£
For and in connection with the provision of trolley vehicles - - - -	490,000
For and in connection with the provision and adaptation of electrical equipment and the construction of other works necessary for working trolley vehicles	140,000
For buildings for trolley vehicles - -	90,000
For reinstatement of roads - - -	61,000

And whereas the several works included in such estimates are permanent works and it is expedient that the cost thereof should be spread over a term of years :

And whereas in relation to the promotion of the Bill for this Act the requirements of the Borough Funds Acts 1872 and 1903 have been observed :

May it therefore please Your Majesty that it may be enacted and be it 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 (that is to say) :—

Short title.

1. This Act may be cited as the Nottingham Corporation Act 1930.

Inter-pretation.

2.—(1) In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith or by the Public Health Acts 1875 to 1925 shall have the same respective meanings unless there be something in the subject or context repugnant to such construction.

(2) In this Act unless the subject or context otherwise requires—

“The city” means the city of Nottingham and county of the same city;

“The Corporation” means the lord mayor aldermen and citizens of the city;

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“The general rate fund” and “the general rate” mean respectively the general rate fund and the general rate of the city; A.D. 1930.

“The county” means the administrative county of Nottingham;

“The road authority” means with reference to any road or part of a road over which any proposed trolley vehicle service will pass the authority in whom such road or part of a road is vested;

“The Act of 1897” “the Act of 1905” “the Act of 1910” “the Act of 1913” “the Act of 1923” “the Act of 1925” and “the Act of 1929” mean respectively the Nottingham Improvement Act 1897 the Nottingham Corporation Act 1905 the Nottingham Corporation Act 1910 the Nottingham Corporation Act 1913 the Nottingham Corporation Act 1923 the Nottingham Corporation Act 1925 and the Nottingham Corporation Act 1929;

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

“Revenues of the Corporation” includes the revenues of the Corporation from time to time arising from any land undertakings or other property for the time being of the Corporation and the rates and contributions leviable by or on the order or precept of the Corporation.

3.—(1) The Corporation may work trolley vehicles along the following routes and where necessary may adapt existing tramway poles and apparatus for the purpose of working trolley vehicles:—

(a) Along any tramway route of the Corporation whether within or without the city;

(b) Along the following routes in the city along which Tramways Nos. 1 2A 3 and 4 authorised by the Act of 1923 and the unconstructed portion of Tramway No. 2 authorised by the Act of 1925 were authorised to be constructed—

(i) commencing in Lower Parliament Street 94 feet or thereabouts east of its junction with

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George Street proceeding along Lower Parliament Street to and along the new street (Street Work No. 3) authorised by the Act of 1923 Sneinton Street Carter Gate the new street (Street Work No. 6) authorised by the Act of 1923 to and terminating in London Road 75 feet or thereabouts south of the junction of that road with Leenside;

(ii) commencing in Sneinton Street 95 feet or thereabouts north-west of its junction with Southwell Road thence proceeding in a south-easterly and north-easterly direction to and terminating in Southwell Road 95 feet or thereabouts north-east of the junction of Sneinton Street with Southwell Road;

(iii) commencing in Fisher Gate 60 feet or thereabouts east of its junction with Carter Gate thence proceeding in a southerly direction to and terminating in the new street (Street Work No. 6) authorised by the Act of 1923 50 feet or thereabouts south of such junction;

(iv) along Derby Road from its junction with Hillside to a point 200 feet or thereabouts south-west of the junction of Derby Road with Beeston Lane;

(c) Along the following streets and roads in the city:—

(v) Sneinton Road from Carlton Road to Dale Street Dale Street Sneinton Dale Cardale Road Thorneywood Lane and Porchester Road from Thorneywood Lane to Woodborough Road;

(vi) Mansfield Road from Huntingdon Street to Windsor Street Windsor Street St. Michael's Street Millstone Lane and Cross Street;

(vii) Leenside and Canal Street;

(viii) Abbey Bridge Abbey Street and Beeston Road from Abbey Street to Greenfield Street;

(ix) Derby Road from a point 200 feet or thereabouts south-west of its junction with Beeston Lane to the city boundary; A.D. 1930.

(x) Ilkeston Road from its junction with Derby Road to Wollaton Road Wollaton Road and Middleton Boulevard from Wollaton Road to Derby Road;

(xi) Gregory Boulevard from Mansfield Road to Radford Boulevard and Radford Boulevard from Gregory Boulevard to Hartley Road;

(xii) Main Street Bulwell from Bulwell Market Place to Hucknall Lane and Hucknall Lane from Main Street to Grindon Crescent;

(xiii) Woodside Road from its junction with Derby Road to the boundary between the city and the urban district of Beeston.

And with the consent of the Minister of Transport along any other street in the city which the Corporation think it necessary or convenient to use for the purpose of obtaining access to trolley vehicle routes from any depot garage building or work of the Corporation or of connecting trolley vehicle routes and in any street in the city and in the urban district of Arnold the urban district of Carlton and the rural district of Basford for the purpose of providing turning points.

(2) Before equipping any trolley vehicle route to include a turning point or before arranging for a new turning point on any route the Corporation shall submit plans of the turning point to the Minister of Transport for approval and in the case of turning points in the county shall submit a copy of such plans to the road authority and before approving any such plans the Minister of Transport shall give to the road authority an opportunity of making representations with reference thereto and shall consider any such representations as may be made to him.

4. The following provisions of the Act of 1913 the Act of 1923 the Act of 1925 and the Act of 1929 shall extend and apply to the provision maintenance and

Applica-
tion of
provisions
of Acts of

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A.D. 1930. working of trolley vehicles under the powers of this Act
— as if those provisions with the necessary modifications
1913 1923 were set out in this Act (namely):—
1925 and
1929
to trolley
vehicles.

The Act of 1913—

- Section 14 (Fares rates and charges) (as amended by the Act of 1925);
- Section 16 (Application of provisions of enactments relating to tramway undertaking of Corporation);
- Section 17 (For protection of Postmaster-General);
- Section 18 (Duties on licences for trolley vehicles);
- Section 20 (Shelters or waiting rooms);
- Section 21 (Penalty for malicious damage).

The Act of 1923—

- Section 22 (Power to appoint stages) Provided that no starting or stopping place shall be appointed so as to interfere with or render less convenient the access to or exit from any railway station or depot.

The Act of 1925—

- Section 26 (For further protection of London and North Eastern Railway Company);
- Section 28 (For further protection of London Midland and Scottish Railway Company);
- Section 30 (Application of Tramways Act 1870 to trolley vehicles);
- Section 31 (Vehicles not to be deemed light locomotives);
- Section 32 (Weight of vehicles and approval of construction by Minister of Transport);
- Section 33 (Power to carry certain goods and luggage and dogs on trolley vehicles).

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The Act of 1929—

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Section 40 (For protection of Derbyshire and Nottinghamshire Electric Power Company);

Section 42 (Amendment of section 16 (b) (4) of the Nottingham Corporation Act 1902):

Provided that for the purposes of such extension and application—

(1) Section 43 (Construction of electric works) of the Act of 1897 and section 6 (As to electrical works &c.) of the Act of 1905 shall be read and have effect subject to the following provision (viz):—

All posts and apparatus hereafter erected or placed by the Corporation in connection with their trolley vehicles in over or under any street or road in the county shall be placed in such position as the local authority and the road authority may reasonably approve;

(2) The Corporation shall not attach any brackets wires or apparatus to any buildings of which the county council of the county are the owners without the consent in writing of such county council;

(3) Section 17 (Periodical revision of rates and charges) of the Act of 1905 shall be read and have effect as if the local authority of any district outside the city in which any trolley vehicle route or any portion thereof is wholly or partially situate or twenty inhabitant rate-payers of that district were included in the said section in respect of such district;

(4) Nothing in this Act shall authorise the Corporation to erect sheds or shelters or waiting rooms on the public streets or roads on any trolley vehicle route outside the city except with the consent of the local authority and the road authority such consent not to be unreasonably withheld:

Provided further that for the purposes of such extension and application subsection (10) of the said

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A.D. 1930. section 26 of the Act of 1925 shall apply as if after the words "engineer of the company" there were inserted the words "which shall not be unreasonably withheld" and subsection (10) of that section and subsection (10) of the said section 28 shall apply as if at the end thereof respectively there were added the words "such removal " to be effected in such a manner as will not prevent the " ordinary use of the trolley vehicle routes for a longer " period than is necessary Except in cases of emergency " not less than fourteen days' notice in writing of the " company's intention to carry out any temporary " removal of attachments shall be sent to the " Corporation before the work is put in hand."

Weight of
trolley
vehicles.

5. Notwithstanding anything contained in section 32 (Weight of vehicles and approval of construction by Minister of Transport) of the Act of 1925 a six-wheeled rigid framed trolley vehicle used by the Corporation may be of but shall not exceed such weight as is prescribed by the Heavy Motor Car (Amendment) Order 1927.

As to
tyres on
vehicles.

6. The Corporation shall not (unless the Minister of Transport otherwise approves) use on any trolley vehicle run by them any tyres other than pneumatic tyres.

As to
abandon-
ment of
tramways
within the
city.

7.—(1) The existing tramways of the Corporation within the city on any of the trolley vehicle routes authorised by this Act may be abandoned or discontinued if the Corporation think fit either temporarily or permanently Provided that no such tramway or portion thereof shall be so abandoned or discontinued by the Corporation until they shall have decided by resolution to use trolley vehicles on the route of such tramway or on the portion thereof so proposed to be abandoned or discontinued.

(2) Nothing in this section shall relieve the Corporation of any liability imposed upon them by section 41 (Tramways to be removed in certain cases) of the Tramways Act 1870 in relation to any tramway or portion thereof in the event of the Corporation discontinuing the working of such tramway or portion thereof otherwise than in accordance with the provisions of this Act.

(3) As from the date upon which a service of trolley vehicles is provided by the Corporation in lieu of a

tramway service the revenue of the tramway undertaking of the Corporation shall (to such extent as the Corporation may from time to time by resolution determine) cease to be charged under any statutory enactment relating to that undertaking with expenses incurred by the Corporation upon or in connection with the maintenance and repair of the streets in which such service was run but nothing in this section shall relieve the Corporation from any liability attaching to them in respect of such maintenance and repair.

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8.—(1) The Corporation shall permanently abandon and discontinue any part of any existing tramways of the Corporation in the county if and when they have provided along the route thereof a service of trolley vehicles and shall give to the road authority not less than one month's previous notice of their intention permanently to abandon and discontinue such part of such tramway.

As to
abandon-
ment of
tramways
in county.

(2) When the Corporation have in pursuance of the foregoing provisions of this section abandoned and discontinued any part of any existing tramway of the Corporation in the county they may and if required by the road authority shall within six months thereafter commence to take up and remove the rails and paving setts of the tramway or part thereof so abandoned and discontinued and such of the apparatus and equipment provided or used for the purposes thereof or in connection therewith (hereinafter in this section referred to as "tramway apparatus") as shall not be used adapted altered or reconstructed for the purpose of working the trolley vehicles and continuously proceed with such taking up and removal:

Provided that the removal of any such rails paving setts and tramway apparatus shall (unless the road authority otherwise consent in writing) be carried out in sections each having a maximum length of one-half of a mile (the Corporation being at liberty to proceed simultaneously with any two or more sections not being contiguous sections) and that until the road upon any such section shall have been restored under the provisions of subsection (3) of this section the removal of any such rails paving setts and tramway apparatus on any other section within one-half of a mile shall not be commenced.

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(3) On the taking up and removal of any such rails paving setts or tramway apparatus the Corporation shall with all convenient speed fill in the ground and make good the surface and restore the portion of road upon which such rails paving setts and tramway apparatus were laid or placed to the reasonable satisfaction of the road authority and shall clear away all surplus paving or metalling material or rubbish occasioned by such work and they shall cause the place where the road is opened or broken up to be fenced and watched and to be properly lighted at night until such filling in making good restoration and clearing away as aforesaid has been completed :

Provided that the road authority (if they think fit) may within one month after the service upon them of the notice referred to in subsection (1) of this section give notice to the Corporation that they desire themselves to do the works necessary for the restoration of the road and the Corporation shall in lieu of carrying out the said works pay to the road authority—

(a) in respect of any tramway or part thereof in the urban district of Carlton other than in Mapperley Plains to be abandoned by the Corporation five shillings and sixpence for every superficial yard; and

(b) in respect of any tramway or part thereof in the urban district of Arnold and in the portions of Mapperley Plains in the urban district of Carlton and the rural district of Basford to be abandoned by the Corporation seven shillings for every superficial yard;

of the portion of road so to be restored which the Corporation are at the date of the passing of this Act liable to maintain such sums respectively to be paid in respect of any portions of road as and when the restoration thereof is completed. In the event of the road authority themselves undertaking the works necessary for the restoration of the road the Corporation shall be at liberty to remove and retain and dispose of all rails paving setts and tramway apparatus :

Provided also that if the road authority themselves do the work of restoration of any road or part of a road

under the proviso to subsection (3) of this section they shall so far as is practicable maintain a sufficient width of the roadway of such road in a proper condition to enable the Corporation to run the ordinary service of trolley vehicles along such road.

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(4) As from the date on which the Corporation permanently abandon and discontinue any part of any existing tramway of the Corporation in the county in pursuance of the foregoing provisions of this section they shall cease to be under any obligation to use the same or to run carriages thereon or to maintain repair or widen any part of the roadway in which the same is situate.

9. For the protection of the county council of the administrative county of Nottingham and the urban district councils of Arnold and Carlton (each of whom is in this section referred to as "the road authority") the following provisions shall unless otherwise agreed in writing apply and have effect with respect to the use of the trolley vehicles on and the execution of any works affecting any road vested in or maintainable by the road authority forming part of the existing tramways of the Corporation in the said county (that is to say):—

For protection
of road
authorities.

(1) If the Corporation in the execution of any works in or affecting any such road shall cause any damage injury or disturbance to such roads or any road bridge culvert drain or other work and shall fail properly to make good all such damage injury or disturbance then it shall be lawful for the road authority after reasonable notice to the Corporation of the alleged failure and of the works which they propose to execute to do all works necessary for making good all damage injury or disturbance and the Corporation shall repay to the road authority all costs charges and expenses which the road authority shall reasonably and properly incur in carrying out such works including all reasonable expense of superintendence :

(2) The provisions of section 28 of the Town Police Clauses Act 1847 with respect to the side of the road at which a carriage or other vehicle is

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to be kept when meeting or passing any other carriage or vehicle shall apply to the driver of the trolley vehicle :

- (3) Nothing in this Act contained shall tend to lessen or control any right power or authority now vested in the road authority for repairing altering or widening any road over which the trolley vehicles may run or repairing altering widening or re-building any road bridge or any culvert or drain vested in or maintainable by the road authority but all such rights powers and authorities shall remain in as full force as if this Act had not been passed but the road authority shall so far as is practicable at all times maintain a sufficient width of the roadway of any road which they may repair alter or widen or over any road bridge culvert or drain which they may repair alter widen or re-build in a proper condition and suitable position to enable the Corporation to run the ordinary service of trolley vehicles along such road or over such road bridge culvert or drain :
- (4) If the Corporation shall discontinue the use of any post bracket or overhead wire placed or maintained in or over any street or road in the county for the purpose of the trolley vehicles the Corporation shall forthwith at their own cost remove such post bracket and wire and shall restore and make good such streets and roads to the satisfaction of the road authority and in case of default the road authority may do all things necessary for that purpose and recover the cost thereof from the Corporation summarily as a civil debt :
- (5) If any post bracket or overhead wire erected in the county for the purposes of the trolley vehicles becomes owing to the construction of any new road or any road widening or improvement in the opinion of the road authority an obstruction the Corporation shall alter the position thereof in such manner as the road authority may direct but the Corporation may appeal against the direction to the Minister

of Transport and the decision of the Minister of Transport shall be final: A.D. 1930.

- (6) No advertisement (other than time-tables) shall be displayed on any apparatus erected or used upon any road or bridge in the county under the powers of this Act without the consent of the road authority.

10. Any difference which arises under either of the sections of this Act of which the marginal notes are respectively "As to abandonment of tramways in county" and "For protection of road authorities" or under the first proviso to the section of this Act of which the marginal note is "Application of provisions of Acts of 1913 1923 1925 and 1929 to trolley vehicles" between the Corporation and the local and road authority shall be settled by an engineer to be appointed at the request of either party after notice to the other by the Minister of Transport and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such arbitration. As to settlement of differences between Corporation and road authorities.

11. The Corporation may if they think fit abandon the power to construct Tramways Nos. 1 2A 3 and 4 authorised by the Act of 1923 and the unconstructed portion of Tramway No. 2 authorised by the Act of 1925. Abandonment of certain authorised tramways.

12. Notwithstanding anything contained in this Act the Corporation shall not except with the consent of the Nottinghamshire and Derbyshire Traction Company (in this section called "the company") under their common seal at any time prior to the expiry of the period limited by section 14 (Period for completion of trolley vehicle equipment) of the Nottinghamshire and Derbyshire Traction Act 1928 or any extension not exceeding three years of that period which may be authorised by Parliament abandon or discontinue any part of the existing tramways of the Corporation leased to or worked or run over by the company under the agreement dated the twenty-second day of May one thousand nine hundred and eight between the company and the Corporation set out in the First Schedule to and confirmed by the Nottinghamshire and Derbyshire Tramways Act 1908 unless and until the company shall have equipped for the working of trolley vehicles the route of so much of For protection of Nottinghamshire and Derbyshire Traction Company.

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A.D. 1930. the tramways of the company as is situate between the boundary of the city in Nuthall Road and the village of Kimberley and the Corporation shall have erected the necessary apparatus for the use of trolley vehicles from the said boundary to the junction of Fairfax Street and Nottingham Road on the streets and roads in the city mentioned in subsection (2) of section 10 (As to tramways of Nottingham Corporation leased to company) of the Nottinghamshire and Derbyshire Traction Act 1928 and being Route B authorised by section 39 (Trolley vehicles) of the Act of 1929.

Restricting
running of
omnibuses
in com-
petition.

13.—(1) If and so long as a service of tramcars or trolley vehicles or a service of tramcars and trolley vehicles is provided by the Corporation or is provided under a working agreement to which the Corporation are parties along any protected route in the city and such service adequately meets the requirements of such protected route it shall not be lawful except as in this section provided or except under a working agreement with the Corporation for any company (except a railway company in pursuance of their statutory powers) or for any other local authority body or person to run omnibuses in competition with the service so provided.

(2) The licensing authority for the city may and shall in order to give effect to the foregoing provisions of this section when licensing an omnibus to ply for hire grant such licence subject to conditions as to the routes upon which such omnibus may or shall not ply for hire Provided that if any question arises between the Corporation and any company authority body or person as to whether any route in respect of which a licence may be applied for by or may be granted to any such company authority body or person is competitive such question shall on the application of either of the parties be determined as hereinafter in this section provided Provided further that the right of the applicant for the licence of appeal to the Minister of Transport from the decision of the licensing authority under section 14 (3) of the Roads Act 1920 shall not be affected but the said Minister in making any order under that section shall have regard to the provisions of this section Provided also that omnibuses belonging to the same proprietor may be transferred by him from one route to another route along which he is for the time being

licensed to run omnibuses so long as he does not at one and the same time allow a greater number of his omnibuses to ply for hire on any protected route or any route in competition therewith than the number of licences which he holds for such route. A.D. 1930.

(3) Any question at any time arising as to whether or not the Corporation are providing an adequate service along any protected route or whether there is or would be any such competition shall be determined by the Minister of Transport on the application of any interested party and the said Minister shall have power to make such order thereon as he thinks fit. Any order made by the said Minister under this section shall be final and binding on the parties affected thereby and shall not be subject to appeal to any court and shall on the application of the said Minister or the Corporation or the applicant for a licence be enforceable by writ of mandamus.

(4) Nothing in this section shall be deemed—

(a) to restrict the running of any omnibus by any such company authority body or person along any protected route or a particular part of any protected route or any other route in competition therewith if no passenger conveyed by such omnibus is both taken up and set down on any one journey on any protected route or any route in competition therewith; or

(b) to prevent the renewal by a licensing authority of any licence to ply for hire with an omnibus along a protected route or a particular part of a protected route or a route in competition with a protected route if the licence was in force on the twentieth day of November nineteen hundred and twenty-nine and was applicable to any service of omnibuses which was on that date being operated and has since that date been regularly in operation on such protected route or part of a route or route in competition therewith or to prevent the grant of a licence to ply for hire with an omnibus substituted by the licensee for any such first-mentioned omnibus or

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to restrict the running of any such first-mentioned omnibus or substituted omnibus along any such route or part of a route as aforesaid; or

(c) to prevent the grant or renewal by a licensing authority of any licence to ply for hire with an omnibus on the condition that no passenger conveyed by the omnibus to which the licence relates shall be both taken up and set down on any one journey on any protected route or any route in competition therewith; or

(d) to prevent the grant by a licensing authority of any licence to ply for hire with an omnibus of the Trent Motor Traction Company Limited along a protected route or a particular part of a protected route or a route in competition with a protected route or to restrict the running of any such omnibus along any such route or part of a route. Provided that any omnibus licensed or run as aforesaid shall be run in accordance with the provisions of an agreement dated the eighth day of October nineteen hundred and twenty-eight made between the Corporation of the one part and the Trent Motor Traction Company Limited of the other part which agreement notwithstanding anything therein contained shall not be terminated except by agreement between the parties thereto.

(5) Any company authority body or person who shall run any omnibus along any route in contravention of the provisions of this section shall be liable to a penalty not exceeding five pounds for every day upon which he runs any such omnibus.

(6) In this section the expression "protected route" means any existing tramway or trolley vehicle route of the Corporation in the city or any part of any such existing tramway or trolley vehicle route and any of the trolley vehicle routes in the city authorised by this Act or any part of such a route.

Power to
borrow.

14.—(1) The Corporation may from time to time independently of any other borrowing power borrow at interest for and in connection with the purposes mentioned

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in the first column of the following table the respective sums mentioned in the second column thereof and in order to secure the repayment of the said sums and the payment of interest thereon the Corporation may mortgage or charge the revenues of the Corporation and they shall pay off all moneys so borrowed within the respective periods (which for the purposes of this Act and of any enactment incorporated therewith or applied thereto shall respectively be "the prescribed period") mentioned in the third column of the said table (namely):—

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1	2	3
Purpose.	Amount.	Period for repayment.
(a) For and in connection with the provision of trolley vehicles.	£ 490,000	Ten years from the date or dates of borrowing.
(b) For and in connection with the provision and adaptation of electrical equipment and the construction of other works necessary for working trolley vehicles.	140,000	Twenty years from the date or dates of borrowing.
(c) For buildings for trolley vehicles -	90,000	Forty years from the date or dates of borrowing.
(d) For reinstatement of roads - -	61,000	Twenty years from the date or dates of borrowing.
(e) For the payment of the costs charges and expenses of this Act.	The sum requisite.	Five years from the passing of this Act.

(2) (a) The Corporation may also borrow with the consent of the Minister of Transport such further moneys as may be necessary for any of the purposes of this Act.

(b) Any moneys borrowed under this subsection shall be repaid within such period as may be prescribed by the Minister with whose consent the moneys are borrowed and that period shall be the prescribed period for the purposes of this Act and the enactments incorporated therewith or applied thereby.

(c) In order to secure the repayment of any moneys borrowed under this subsection and the payment of

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A.D. 1930. — interest thereon the Corporation may mortgage or charge the revenues of the Corporation.

Incorporation of provisions of Acts of 1897 1905 1910 and 1925.

15. The following sections of the Act of 1897 the Act of 1905 the Act of 1910 and the Act of 1925 are incorporated with this Act and shall extend and apply to and for the purposes of this Act as if those sections with the necessary modifications were set out in this Act (namely) :—

The Act of 1897—

Section 26 (Mode of raising money);

Section 27 (Provisions of Public Health Act as to mortgages to apply);

Section 29 (Mode of payment off of money borrowed);

Section 30 (Sinking fund) Provided that the said section shall be read and have effect as if the words “three pounds ten shillings per centum per annum or such other rate as the Minister of Health may approve” were inserted in subsection (1) (b) of that section instead of the words “three pounds per centum per annum”;

Section 31 (Protection of lender from inquiry);

Section 32 (Corporation not to regard trusts);

Section 33 (Appointment of receiver);

Section 36 (Application of money borrowed).

The Act of 1905—

Section 46 (Expenses of execution of Act);

Section 64 (Audit of accounts).

The Act of 1910—

Section 26 (Application of section 265 of Public Health Act 1875).

The Act of 1925—

Section 67 (Inquiries by Minister of Transport).

Crown rights.

16. Nothing in this Act affects prejudicially any estate right power privilege or exemption of the Crown.

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17. All the costs charges and expenses preliminary to and of and incidental to the preparing applying for obtaining and passing of this Act as taxed by the taxing officer of the House of Lords or of the House of Commons shall be paid by the Corporation out of the general rate fund and general rate or out of moneys to be borrowed under this Act for that purpose.

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Costs of
Act.

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