

[20 & 21 GEO. 5.] *Bradford Corporation* [Ch. cxxxix.]  
(*Trolley Vehicles*) Order Confirmation Act, 1930.



## CHAPTER cxxxix.

An Act to confirm a Provisional Order made by the Minister of Transport under the Bradford Corporation Act 1910 relating to Bradford Corporation Trolley Vehicles. A.D. 1930.

[1st August 1930.]

**W**HEREAS under the authority of section seventeen of the Bradford Corporation Act 1910 the Minister of Transport has made the Provisional Order set out in the schedule to this Act annexed : 10 Edw. 7. and 1 Geo. 5. c. cxvii.

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

And whereas it is expedient that the Provisional Order made by the Minister of Transport under the authority of the said section and set out in the schedule to this Act annexed be confirmed by Act of Parliament :

Be it therefore enacted by the King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows :—

1. This Act may be cited as the Bradford Corporation (Trolley Vehicles) Order Confirmation Act 1930. Short title.

[Price 6d. Net.]

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Confirma-  
tion of  
Order in  
schedule.

2. The Order set out in the schedule to this Act annexed shall be and the same is hereby confirmed and all the provisions thereof in manner and form as they are set out in the said schedule shall from and after the passing of this Act have full force and validity and the date of the same shall be the date of the passing of this Act.

SCHEDULE.

A.D. 1930.

**BRADFORD CORPORATION (TROLLEY  
VEHICLES).**

*Order authorising the lord mayor aldermen and citizens of the city of Bradford to provide maintain and use trolley vehicles upon additional routes in and beyond the said city.*

1. This Order may be cited as the Bradford Corporation Short title.  
(Trolley Vehicles) Order 1930.

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

“The city” means the city of Bradford;

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

“The county council” means the county council of the west riding of Yorkshire;

“The Act of 1910” means the Bradford Corporation Act 1910 as amended by the Bradford Order 1922 scheduled to and confirmed by the Ministry of Health Provisional Orders Confirmation (No. 9) Act 1922;

“The Order of 1912” means the Bradford Corporation (Trolley Vehicles) Order 1912 confirmed by the Bradford Corporation Trolley Vehicles Order Confirmation Act 1912;

“The Order of 1922” means the Bradford Corporation (Trolley Vehicles) Order 1922 confirmed by the Bradford Corporation (Trolley Vehicles) Order (1922) Confirmation Act 1923;

“Trolley vehicles” means mechanically propelled vehicles adapted for use upon roads and moved by electrical power transmitted thereto from some external source;

“The trolley vehicles” means any trolley vehicles used for the purposes of this Order.

3.—(1) Subject to the provisions of this Order the Corporation may use trolley vehicles upon the whole or any part of the following routes (which except where otherwise stated are wholly within the city) in addition to any routes upon which they are already authorised to use trolley vehicles (that is to say) :— Power to use trolley vehicles upon certain routes.

Route No. 1 (2 miles 5 furlongs 4.68 chains in length) wholly in Thornton Road commencing at the junction



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of that road with Allerton Road and terminating by a junction with Route (A) authorised by the Bradford Corporation Act 1913 near the junction with Thornton Road of Ashfield Road :

Route No. 2 (1 mile 1 furlong 3·50 chains in length) commencing by a junction with Route No. 4 authorised by this Order in Manningham Lane at its junction with Oak Lane passing thence into and along Oak Lane St. Mary's Road North Park Road Victor Road Buxton Street Wilmer Road and Emm Lane into and terminating in Highgate near the King's Arms hotel :

Route No. 3 (2 furlongs 1·54 chains in length) commencing by a junction with Route No. 2 authorised by this Order in Oak Lane at its junction with North Park Road passing thence into and along and terminating in North Park Road at the junction therewith of St. Mary's Road by another junction with the said Route No. 2 :

Route No. 4 (1 mile 6 furlongs 9·54 chains in length) commencing by a junction with Route No. 5 authorised by the Order of 1922 in Manor Row at its junction with Upper Piccadilly passing thence along Manor Row and Manningham Lane into and along and terminating in Keighley Road at the boundary between the city and the urban district of Shipley :

Route No. 5 (9·63 chains in length) commencing by a junction with Route No. 4 authorised by this Order in Manningham Lane at its junction with North Parade passing thence into and along and terminating in North Parade at the junction therewith of Rawson Square by a junction with the said Route No. 5 authorised by the Order of 1922 :

Route No. 6 (2 miles 7 furlongs 0·64 chain in length) commencing by a junction with the said Route No. 5 authorised by the Order of 1922 in Forster Square at the junction therewith of Church Bank and Well Street passing thence into and along Church Bank Barkerend Road and Otley Road into and along and terminating in Harrogate Road at the junction therewith of the Bank by a junction with Route No. 1 authorised by the Order of 1922 :

Route No. 7 (1 mile 4 furlongs 5·27 chains in length) commencing by a junction with Route No. 6 authorised by this Order in Barkerend Road at its junction with Otley Road passing thence along Barkerend Road and Leeds Old Road into and terminating in Leeds Old Road at the junction therewith of Leeds Road by a junction with Route No. 11 authorised by this Order :

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Route No. 8 (2 furlongs 5·09 chains in length) commencing by a junction with Route No. 11 authorised by this Order in Leeds Road at its junction with Harris Street passing thence into and along Harris Street into and terminating in Barkerend Road at the junction therewith of Harris Street by a junction with Route No. 7 authorised by this Order : A.D. 1930.  
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Route No. 9 (1 furlong 5·95 chains in length) commencing by a junction with Route No. 6 authorised by this Order in Barkerend Road at its junction with East Parade passing thence into and along East Parade and Humboldt Street into and terminating in Harris Street at the junction therewith of Humboldt Street by a junction with Route No. 8 authorised by this Order :

Route No. 10 (1 furlong 1·41 chains in length) commencing in Forster Square at the junction therewith of Well Street and Church Bank passing thence into and along Well Street into and terminating in Leeds Road at the junction therewith of Well Street by a junction with Route No. 11 authorised by this Order :

Route No. 11 (2 miles 3 furlongs 3·82 chains in length) commencing by a junction with Route No. 4 authorised by the Order of 1922 in Bridge Street at its junction with Tyrrel Street passing thence along Bridge Street (forming there a junction with Routes Nos. 15 and 12 authorised by this Order) into and along and terminating in Leeds Road at the boundary between the city and the urban district of Calverley :

Route No. 12 (4 miles 1 furlong 5·77 chains in length) commencing by a junction with Route No. 7 authorised by the Order of 1922 in Nelson Street at its junction with Town Hall Street passing thence along Nelson Street into and along Norfolk Street Bridge Street Wakefield Road Tong Street and Westgate Hill into and along and terminating in Bradford and Wakefield Road at the boundary between the city and the urban district of Drighlington :

Route No. 13 (8·13 chains in length) commencing by a junction with Route No. 12 authorised by this Order in Tong Street at its junction with Bradford and Heckmondwike Road passing thence into and along and terminating in Bradford and Heckmondwike Road at the boundary between the city and the urban district of Hunsworth :

Route No. 14 (1 furlong 6·36 chains in length) commencing by a junction with Route No. 12 authorised by this



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Order in Bridge Street at its junction with Croft Street passing thence into and along and terminating in Croft Street at the junction therewith of Nelson Street by a junction with Route No. 7 authorised by the Order of 1922 :

Route No. 15 (4.77 chains in length) commencing by a junction with Route No. 7 authorised by the Order of 1922 in Market Street at its junction with Town Hall Street passing thence along Market Street into and terminating in Bridge Street at the junction therewith of Market Street by a junction with Route No. 11 authorised by this Order :

Route No. 16 (4 furlongs 9.32 chains in length) commencing in Bowling Old Lane at its junction with Manchester Road by a junction with Route No. 7 authorised by the Order of 1922 passing thence along Bowling Old Lane into and along and terminating in Gaythorne Road at the junction therewith of New Cross Street :

Route No. 17 (1 mile 5 furlongs 7.27 chains in length) commencing by a junction with Routes Nos. 18 and 19 authorised by this Order in Horton Park Avenue at its junction with Laisteridge Lane passing thence along Horton Park Avenue into and along Little Horton Lane and St. Enoch's Road into and along and terminating in Fair Road at or near the junction therewith of Folly Hall Road :

Route No. 18 (1 furlong 9.50 chains in length) commencing by a junction with Route No. 20 authorised by this Order in Easby Road at its junction with Laisteridge Lane passing thence into and along Laisteridge Lane into and terminating in Horton Park Avenue at the junction therewith of Laisteridge Lane by a junction with Routes Nos. 17 and 19 authorised by this Order :

Route No. 19 (3 furlongs 4.63 chains in length) commencing in Horton Park Avenue by a junction with Routes Nos. 17 and 18 authorised by this Order at the commencement of the said Route No. 17 passing thence along Horton Park Avenue into and terminating in Great Horton Road at the junction therewith of Horton Park Avenue by a junction with Route No. 20 authorised by this Order :

Route No. 21 (1 mile 6 furlongs 1 chain in length) commencing by a junction with Route No. 7 authorised by the Order of 1922 in Manchester Road at its junction with Pearson Road passing thence along Manchester Road into and along and terminating in Halifax Road

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at the boundary between the city and the urban district  
of Shelf :

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Route No. 22 (4·82 chains in length) commencing by a junction with Route No. 6 authorised by the Order of 1922 in Tyrrel Street at its junction with Thornton Road passing thence along Tyrrel Street into and terminating in Morley Street by a junction with Route No. 20 authorised by this Order at the commencement thereof including a junction with Route No. 15 authorised by this Order :

Route No. 23 (3·95 chains in length) commencing by a junction with Route No. 11 authorised by this Order in Leeds Road at its junction with Hall Ings passing thence into and along and terminating in Hall Ings near the West Riding Court House :

Route No. 24 (2 furlongs 8·68 chains in length) commencing by a junction with Route No. 4 authorised by the Order of 1922 in Haworth Road near its junction with Cottingley Road passing thence into and along and terminating in Cottingley Road at the boundary between the city and the urban district of Bingley :

Route No. 25 (6 furlongs 0·77 chain in length) commencing by a junction with Route No. 4A authorised by the Order of 1922 in Duckworth Lane near Washington Street passing thence along Duckworth Lane and Pearson Lane and terminating by a junction with Route No. 1 authorised by the Bradford Corporation (*Trolley Vehicles*) Order 1928 confirmed by the Bradford Corporation (*Trolley Vehicles*) Order Confirmation Act 1928 in Allerton Road :

Route No. 26 (4 furlongs 4·04 chains in length) commencing by a junction with Route No. 1 authorised by the Order of 1922 in Harrogate Road at the junction therewith of New Line passing thence along Harrogate Road and terminating at the boundary between the city and the urban district of Yeadon near Apperley Road :

Route No. 27 (1 mile 9·36 chains in length) commencing by a junction with Route No. 17 authorised by this Order in St. Enoch's Road at the junction of that road with Fair Road passing thence into and along Slack Road and Back Lane and terminating in Back Lane at the boundary between the city and the urban district of Shelf :

Route No. 28 (4·59 chains in length) commencing in Bolton Road by a junction with Route No. 1 authorised by the Order of 1922 at the junction of Bolton Road and Balme Street passing thence into and along Balme



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Street and terminating in Canal Road by a junction with Route No. 4 authorised by the Order of 1912 :

Route No. 29 (4·36 chains in length) commencing in Canal Road by a junction with Route No. 4 authorised by the Order of 1912 near the termination of Route No. 28 authorised by this Order passing thence into and along Commercial Street and terminating in Forster Square by a junction with Route No. 1 authorised by the Order of 1922.

PARTLY WITHIN AND PARTLY BEYOND THE CITY.

Route No. 30 (comprising Routes Nos. 20 and 30 as shown on the map deposited with the Minister in connection with the application for this Order) (4 miles 3 furlongs 6·50 chains in length) commencing in the city in Morley Street at its junction with Manchester Road by a junction with Route No. 7 authorised by the Order of 1922 passing thence along Morley Street into and along Easby Road Dirkhill Road All Saints' Road Great Horton Road and the Leeds and Halifax Road into and along and terminating in the Leeds and Halifax county road in the urban district of Queensbury at or near Holy Trinity Church Queensbury.

BEYOND THE CITY.

Route No. 32 (5 furlongs 0·45 chain in length) wholly in the Bradford and Wakefield county road and in the urban district of Drighlington commencing by a junction with Route No. 12 authorised by this Order at the termination thereof and terminating at the junction with the said road of Whitehall Road :

Route No. 33 (5 furlongs 5·63 chains in length) wholly in the Bradford and Heckmondwike county road and in the urban district of Hunsworth commencing by a junction with Route No. 13 authorised by this Order at the termination thereof and terminating at the boundary between the urban district of Hunsworth and the urban district of Birkenshaw :

Route No. 34 (3 furlongs 5·50 chains in length) wholly in the Huddersfield and Bradford county road commencing in the urban district of Hipperholme by a junction with Route No. 7 authorised by the Order of 1922 at the termination thereof passing through that urban district and the rural district of Halifax and terminating in that rural district at Bailiff Bridge at the boundary between the said rural district of Halifax and the said urban district of Hipperholme :



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Route No. 35 (6 furlongs 0·32 chain in length) wholly in the Bradford and Halifax county road and in the urban district of Shelf commencing by a junction with Route No. 21 authorised by this Order at the termination thereof and terminating near the Bottomley's Arms : A.D. 1930..  
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Route No. 36 (2 miles 5·86 chains in length) in the urban district of Shipley commencing in the Bradford county road by a junction with Route No. 4 authorised by this Order at the termination thereof passing thence along the Bradford county road into and along and terminating in the Bingley county road at the boundary between the urban district of Shipley and the urban district of Bingley :

Route No. 37 (6 furlongs 1·43 chains in length) in the urban district of Shipley commencing by a junction with Route No. 36 authorised by this Order in the Bradford county road at its junction with the Otley county road passing thence along and terminating in the Otley county road at the boundary between the urban district of Shipley and the urban district of Baildon :

Route No. 38 (4 furlongs 7·30 chains in length) wholly in the urban district of Shipley commencing by a junction with Route No. 4 authorised by the Order of 1912 in Valley Road at the boundary between the city and the urban district of Shipley passing thence along Valley Road and terminating in the Otley county road by a junction with Route No. 37 authorised by this Order :

Route No. 39 (2 miles 6 furlongs 0·54 chain in length) wholly in the Bradford and Keighley county road and in the urban district of Bingley commencing by a junction with Route No. 36 authorised by this Order at the termination thereof and terminating near the junction with the said road of Micklethwaite Lane :

Route No. 40 (2 furlongs 1·72 chains in length) wholly in the urban district of Shelf commencing in Carr House Lane at the boundary between the city and the urban district of Shelf and passing thence into and along Carr House Lane and terminating by a junction with Route No. 35 authorised by this Order in the Bradford and Halifax county road.

(2) The provisions of the Act of 1910 (except section 14 thereof) shall apply to the routes hereinbefore described in like manner as they apply to the route described in section 13 of that Act :

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Provided that—

- (a) no part of any county bridge shall be used as a turning point for trolley vehicles nor shall any part of the bridge on which Route No. 37 authorised by this Order terminates be used as a stopping place for trolley vehicles;
- (b) before equipping any trolley vehicle route for the working of trolley vehicles to include a turning point or before arranging for a new turning point on any route the Corporation shall submit plans of the turning point to the Minister of Transport for approval and shall also in the case of any trolley vehicle route or part of a trolley vehicle route on any county road submit a copy of such plans to the county council. Within twenty-eight days of the receipt of such plans the county council may make representations to the Minister of Transport with reference thereto and the Minister of Transport shall consider such representations before approving such plans;
- (c) except with the consent of the Shipley Urban District Council the Corporation shall not under the powers of this Order construct any trolley vehicle equipment on or run trolley vehicles along Routes Nos. 36 37 and 38 authorised by this Order or any of those routes or arrange for a turning point on any of those routes;
- (d) the Corporation shall not equip for working trolley vehicles those parts of Route No. 26 authorised by this Order which are situate on the bridges respectively carrying Harrogate Road over the Leeds and Liverpool Canal and over the river Aire unless or until the carriageway of those bridges has been widened to not less than twenty feet;
- (e) the Corporation shall not equip for working trolley vehicles any part of Route No. 40 authorised by this Order unless or until the carriageway of so much of Carr House Lane and the bridge carrying that lane over Blackshaw Beck as is less than twenty feet in width has been widened to that width;
- (f) the trolley vehicles shall not be deemed to be light locomotives within the meaning of the Locomotives on Highways Act 1896 nor shall they be deemed to be motor cars within the meaning of any of the provisions of the Motor Car Act 1903 (except subsection (1) of section 1 and the provisions necessary for enforcing that subsection section 6 and the provisions as amended by the Roads Act 1920 relating to the licensing and licences of drivers) and subject to those



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exceptions neither the Motor Car Acts 1896 and 1903 nor any byelaws or regulations made thereunder nor the enactments mentioned in the schedule to the Locomotives on Highways Act 1896 nor the Locomotives Act 1898 shall apply to the said trolley vehicles; A.D. 1930.

(g) the trolley vehicles shall not be deemed to be omnibuses within the meaning of the Town Police Clauses Act 1889;

(h) subsection (B) (4) of section 22 (For protection of Postmaster-General) of the Bradford Corporation Act 1902 in its application to this Order shall be read and have effect as if the words "generated or used by or supplied to" were inserted in that subsection in substitution for the words "generated by";

(i) nothing in this Order shall as respects the trolley vehicles in any way affect the duties of excise now payable by law on licences taken out for such trolley vehicles as hackney carriages.

4. The following provisions of the Tramways Act 1870 (so far as the same are applicable for the purposes and are not inconsistent with the provisions of this Order) are hereby incorporated with this Order and shall apply to the trolley vehicles and such provisions shall be read and have effect as if the works to be constructed in the streets or roads for moving the trolley vehicles by electrical power were tramways and as if the trolley vehicles were carriages used on tramways:—

Application of certain provisions of Tramways Act 1870 to trolley vehicles.

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

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

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

Section 47 (Penalties may be imposed in byelaws);

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

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

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

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

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

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

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Section 57 (Right of user only);

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

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

As to electrical works.

5. Nothing in this Order shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electricity (Supply) Acts 1882 to 1928 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.

Rails of tramway to be removed in certain cases.

6. The provisions of section 4 (Rails of tramway to be removed in certain cases) of the Order of 1922 shall extend and apply to and in relation to any tramway laid down on any road within the city upon which trolley vehicles are run under the powers of this Order as if the said section were set out in this Order.

Saving for local authorities and railway companies.

7. Nothing in this Order shall impose any obligation on or enlarge any obligation of the county council or any local authority or railway company to strengthen adapt alter or reconstruct any bridge maintainable by them.

For protection of county council.

8. The following provisions shall have effect for the protection of the county council with respect to the use of the trolley vehicles on any road for the maintenance and repair of which the county council are responsible and on any county bridge unless otherwise agreed in writing between the Corporation and the county council (that is to say) :—

(1) The position of all posts and apparatus erected by the Corporation for the purpose of the trolley vehicles shall be such as the county council may (subject in case of difference to determination by the Minister of Transport or an arbitrator appointed by the Minister as hereinafter provided) reasonably approve Provided that—

(a) if before the erection of any such posts or apparatus the Corporation deliver to the county council a plan shewing the proposed position thereof and the county council do not within fourteen days give notice to the Corporation of any objection the county council shall be taken to have agreed to the position of such posts and apparatus as shown by the said plan ;

(b) if any post box or overhead wire becomes owing to any road improvement or to the construction of any new road or otherwise in the opinion of the county council an obstruction the Corporation shall alter the



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position thereof in such manner as the county council direct but the Corporation may appeal against such direction to the Minister of Transport and the decision of the Minister shall be final :

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- (2) If the Corporation in the execution of any works in or affecting any such road shall cause any damage injury or disturbance to such road and shall fail properly to make good all such damage injury or disturbance then it shall be lawful for the county council 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 county council all costs charges and expenses which they shall reasonably and properly incur in carrying out such works including all reasonable expense of superintendence :
- (3) The Corporation shall not without the consent in writing of the county council (which consent shall not be unreasonably withheld) place erect or attach any posts or other support for any wire or any feeder box on or to the structure of any county bridge :
- (4) If any difference arises between the Corporation and the county council under this section such difference shall unless otherwise agreed be determined by the Minister of Transport or if the Minister thinks fit by an arbitrator to be appointed by him and the provisions of the Arbitration Act 1889 shall apply for the purposes of the determination of such difference.

9. The following provisions shall unless otherwise agreed in writing between the county council and the Corporation have effect with respect to the abandonment of tramways on county roads (that is to say) :—

As to  
abandon-  
ment of  
tramways.

- (1) The Corporation shall give to the county council not less than six months' previous notice in writing of their intention to abandon any tramway on any county road comprised in the routes described in section 3 of this Order and shall in such notice specify the date as from which they intend to abandon such tramway :
- (2) Upon the giving of any such notice the following provisions shall have effect with reference to the tramway to which such notice relates (hereinafter referred to as "the tramway") :—

(a) As soon as practicable after the giving of the notice the Corporation and the county council shall enter into negotiations for the determination of the sum to be paid by the Corporation pursuant to paragraph (b) of this subsection and if the amount of

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the said sum shall not have been agreed before the expiration of three months from the giving of such notice either party may at any time after the expiration of that period require that such amount shall be determined by arbitration as hereinafter provided;

(b) The Corporation shall pay to the county council a sum representing the cost which the Corporation would have reasonably incurred in taking up and removing the rails and paving and (where necessary) the foundations of the tramway and filling in the ground and making good the surface and restoring the portion of the road upon which the tramway was laid to as good a condition as that in which it was before the tramway was laid thereon in accordance with the provisions of section 28 of the Tramways Act 1870;

(c) The sum to be paid by the Corporation pursuant to paragraph (b) of this subsection shall be payable by them to the county council on the date of abandonment of the tramway or the date of the determination of the said sum by agreement or arbitration whichever of those dates shall be the later;

(d) At any time after the Corporation have abandoned the tramway the county council may take up and remove the rails and paving and (where necessary) the foundations of the tramway and fill in the ground and make good the surface and restore to such condition as they may think fit the portion of road upon which the tramway was laid or placed. The tramway so taken up shall be the property of the Corporation and shall be delivered to them by the county council as and when it is taken up;

(e) As from the date of payment by the Corporation to the county council of the sum payable by the Corporation as aforesaid or the date of the abandonment of the tramway (whichever of those dates is the earlier) all obligations and liabilities of the Corporation under any enactment in relation to the tramway and the rails and paving setts thereof or the taking up or removal of such rails and paving setts and the restoration maintenance or repair of any part of the roadway in which the same are situate shall cease and determine and the county council shall indemnify the Corporation against all claims demands costs charges and expenses arising out of the taking up or removal of such rails and



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paving setts or the restoration maintenance or repair of any part of such roadway or the omission to take up or remove such rails and paving setts or to restore maintain or repair any part of such roadway : A.D. 1930.  
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- (3) If any difference arises between the Corporation and the county council under this section such difference shall be determined by an arbitrator to be appointed by the President of the Institution of Civil Engineers and the provisions of the Arbitration Act 1889 shall apply for the purposes of the determination of such difference.

10. Nothing in this Order shall alter or affect the rights of the urban district council of Shipley under the indenture of lease dated the eighth day of December one thousand nine hundred and twenty-seven and made between the said council of the one part and the Corporation of the other part or entitle the Corporation at any time during the term of the said lease to act in any manner contrary to the covenants conditions restrictions and obligations to be performed and observed by the Corporation which are contained in the said indenture. For protection of Shipley Urban District Council.

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