

[21 & 22 GEO. 5.]      *Darlington*      [Ch. lxxxviii.]  
*Corporation Trolley Vehicles (Additional Routes) Order*  
*Confirmation Act, 1931.*



## CHAPTER lxxxviii.

An Act to confirm a Provisional Order made by the Minister of Transport under the Darlington Corporation (Transport &c.) Act 1925 relating to the Darlington Corporation Trolley Vehicles. A.D. 1931.

[31st July 1931.]

**W**HEREAS under the authority of section twenty-two of the Darlington Corporation (Transport &c.) Act 1925 the Minister of Transport has made the Provisional Order set out in the schedule to this Act annexed: 15 & 16  
Geo. 5.  
c. cxvi.

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 Darlington Corporation Trolley Vehicles (Additional Routes) Order Confirmation Act 1931. Short title.

[Price 2d. 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. 1931.

DARLINGTON CORPORATION TROLLEY  
VEHICLES (ADDITIONAL ROUTES).

*Provisional Order authorising the mayor aldermen and burgesses of the county borough of Darlington to use trolley vehicles upon additional routes in the county borough of Darlington.* *Darlington Corporation.*

1. This Order may be cited as the Darlington Corporation Trolley Vehicles (Additional Routes) Order 1931 and the Darlington Corporation (Transport &c.) Act 1925 the Darlington Corporation Trolley Vehicles (Additional Routes) Order 1927 the Darlington Corporation Trolley Vehicles (Additional Routes) Order 1929 and this Order may be cited together as the Darlington Corporation Transport Act and Orders 1925 to 1931. *Short title.*

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

“The Corporation” means the mayor aldermen and burgesses of the county borough of Darlington;

“The county borough” means the county borough of Darlington;

“The general rate fund” and “the general rate” mean respectively the general rate fund and the general rate of the county borough;

“Trolley vehicle” has the meaning assigned to it by section 2 (Interpretation) of the Act of 1925;

“Trolley vehicle routes” means the routes upon which the Corporation are by this Order authorised to work and use trolley vehicles;

“The transport undertaking” means the Darlington Corporation transport undertaking constituted by section 46 (Trolley vehicles omnibuses and light railways to constitute Darlington Corporation Transport Undertaking) of the Act of 1925;

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“The Order of 1902” means the Darlington Light Railways Order 1902;

“The Act of 1925” means the Darlington Corporation (Transport &c.) Act 1925;

“The Order of 1927” means the Darlington Corporation Trolley Vehicles (Additional Routes) Order 1927.

Power to  
use trolley  
vehicles.

3. Subject to the provisions of this Order and of the Act of 1925 so far as such provisions are not inconsistent with or rendered unnecessary by the provisions of this Order the Corporation may use trolley vehicles upon the following trolley vehicle routes in addition to any routes upon which they are already authorised to use trolley vehicles (that is to say):—

Route No. 1 One mile two furlongs or thereabouts in length commencing by a junction with Route No. 5 authorised by the Order of 1927 at the termination of that route in Coniscliffe Road thence proceeding westwards along that road and terminating at the borough boundary;

Route No. 2 Four furlongs five chains or thereabouts in length commencing by a junction with Route No. 6 authorised by the Act of 1925 at the termination of that route in Yarm Road thence proceeding eastwards along that road and terminating at the borough boundary;

Route No. 3 One furlong and seven chains or thereabouts in length commencing by a junction with Route No. 6 authorised by the Order of 1927 at the termination of that route in Neasham Road thence proceeding southwards along that road and terminating at the borough boundary;

Route No. 4 Four chains or thereabouts in length commencing by a junction with Route No. 4 authorised by the Act of 1925 at the termination of that route in West Auckland Road thence proceeding northwards along that road and terminating at the borough boundary;

Route No. 5 Two furlongs eight chains or thereabouts in length commencing by a junction with Route No. 3 authorised by the Act of 1925 at the termination of that route in the Darlington to Great Burdon Road thence proceeding eastwards along that road and terminating at the junction of that road with Barmpton Lane:

Provided that subsection (B) (4) of section 54 of the Order of 1902 (For the protection of the Postmaster-General) shall be read and have effect as if the words “generated or used by or supplied

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to the Corporation" were inserted in that subsection in substitution for the words "generated by the Corporation."

*Darlington Corporation.*

4. Subject to the provisions of this Order the undertaking authorised by this Order shall for all purposes be deemed to form part of the transport undertaking.

New routes to form part of transport undertaking.

5.—(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 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 such sums and the payment of interest thereon they may mortgage or charge the revenue of the transport undertaking and the general rate fund and general rate and they shall pay off all moneys so borrowed within the respective periods mentioned in the third column of the said table (namely):—

Power to borrow.

1	2	3
Purpose.	Amount.	Period for repayment.
(a) The provision of trolley vehicles	£ 6,000	Ten years from the date or dates of borrowing.
(b) The provision of electrical equipment and the construction of other works necessary for working the trolley vehicles authorised by this Order.	8,700	Twenty years from the date or dates of borrowing.
(c) The payment of the costs charges and expenses of this Order.	The sum requisite.	Five years from the confirmation of this Order.

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

(b) Any money borrowed under this subsection shall be repaid within such period as may be prescribed by the Minister of Transport.

(c) In order to secure repayment of any money borrowed under this subsection and the payment of interest thereon the Corporation may mortgage or charge the revenue of the transport undertaking and the general rate fund and general rate.

(3) The provisions of this section shall not limit the powers conferred upon the Corporation by section 51 (Power to use one form of mortgage) of the Act of 1925.

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*Darlington*  
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Costs of  
Order.

6. All costs charges and expenses of and incidental to the preparing and obtaining and confirming of this Order or otherwise incurred in relation thereto as taxed by the taxing officer of the House of Lords or of the House of Commons shall be paid by the Corporation out of the general rate fund and the general rate or out of money to be borrowed under the powers of this Order for that purpose.

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