



### CHAPTER lix.

An Act to confirm a Provisional Order made by the Minister of Transport under the Ipswich Corporation Act 1925 relating to Ipswich Corporation trolley vehicles. [2nd August 1935.]

A.D. 1935.  
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**W**HEREAS under the authority of section sixteen of the Ipswich Corporation 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 ciii.

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 Ipswich Corporation (Trolley Vehicles) Order Confirmation Act 1935.

Short title.

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.

Confirma-  
tion of  
Order in  
Schedule.

A.D. 1935.

SCHEDULE.

IPSWICH CORPORATION (TROLLEY VEHICLES).

*Order authorising the mayor aldermen and burgesses of the borough of Ipswich to provide maintain and use trolley vehicles upon certain routes in that borough and in the parish of Rushmere St. Andrew.*

Short and collective titles.

1.—(1) This Order may be cited as the Ipswich Corporation (Trolley Vehicles) Order 1935.

(2) The Ipswich Corporation (Trolley Vehicles) Act and Order 1925 and 1931 and this Order may be cited together as the Ipswich Corporation (Trolley Vehicles) Act and Orders 1925 to 1935.

Interpretation.

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

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

“The borough” means the borough of Ipswich;

“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;

“Trolley vehicle equipment” means and includes all posts poles standards brackets cables conductors tubes mains transformers feeders wires and other apparatus and equipment for the purpose of working and lighting the trolley vehicles;

“The Act of 1925” means the Ipswich Corporation Act 1925;

“The Order of 1931” means the Ipswich Corporation (Trolley Vehicles) Order 1931.

Power to use trolley vehicles upon certain routes.

3.—(1) The Corporation may use trolley vehicles upon the following routes in addition to any routes upon which they are already authorised to use trolley vehicles (that is to say) :—

Route No. 1 (3 furlongs 7·9 chains or thereabouts in length to be situate in the borough) commencing by a junction

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with Route No. 6 authorised by the Act of 1925 in Felixstowe Road at its junction with King's Way passing along Felixstowe Road to and terminating at the borough boundary;

Route No. 2 (1 mile 3 furlongs 0·2 chain or thereabouts in length to be situate in the borough) commencing by a junction with Route No 1 hereinbefore described in Felixstowe Road at its junction with Bixley Road passing along Bixley Road and Heath Road to and terminating by a junction with Route No. 1A authorised by the Act of 1925 in Woodbridge Road;

Route No. 2A (5·5 chains or thereabouts in length to be situate in the borough) commencing by a junction with Route No. 2 hereinbefore described in Bixley Road at its junction with Foxhall Road passing along Foxhall Road to and terminating by a junction with Route No. 7 authorised by the Act of 1925 at its termination;

Route No. 3 (3 furlongs 8·4 chains or thereabouts in length to be situate in the borough and in the parish of Rushmere St. Andrew in the rural district of Deben) commencing by a junction with Route No. 1A authorised by the Act of 1925 in Woodbridge Road at its junction with Playford Road passing along Playford Road and Humber Doucy Lane to and terminating by a junction with Route No. 2 authorised by the Order of 1931 at its termination;

Route No. 4 (2 furlongs 2·6 chains or thereabouts in length to be situate in the borough) commencing by a junction with Route No. 1A authorised by the Act of 1925 in Woodbridge Road at its junction with Colchester Road passing along Colchester Road to and terminating by a junction with Route No. 2 authorised by the Order of 1931 in Rushmere Road at its junction with Colchester Road;

Route No. 5 (8·3 chains or thereabouts in length to be situate in the borough) commencing by a junction with Route No. 1 authorised by the Act of 1925 at the Cornhill passing along Lloyds Avenue to and terminating by a junction with Route No. 1 authorised by the Order of 1931 in Crown Street at its junction with Lloyds Avenue;

Route No. 6 (8·5 chains or thereabouts in length to be situate in the borough) commencing by a junction with Route No. 5 hereinbefore described in Lloyds Avenue at its junction with Tower Ramparts passing along Tower Ramparts and Tower Street to and terminating by a

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junction with Route No. 1 authorised by the Order of 1931 in Crown Street at its junction with Tower Street ;  
Route No. 7 (1 mile 3 furlongs 8·9 chains or thereabouts in length to be situate in the borough) commencing by a junction with Route No. 6 authorised by the Act of 1925 at the junction of Fore Street and Duke Street passing along Duke Street John Street Holywells Road and Landseer Road to and terminating by a junction with Route No. 4 authorised by the Order of 1931 in Reynolds Road at its junction with Landseer Road ;  
Route No. 8 (5 furlongs 2·2 chains or thereabouts in length to be situate in the borough) commencing by a junction with Route No. 3 authorised by the Order of 1931 in Nacton Road at its junction with Clapgate Lane passing along Clapgate Lane to and terminating by a junction with Route No. 4 authorised by the Order of 1931 at its termination :

Provided that the Corporation shall not except with the consent in writing of the Minister of Transport use trolley vehicles simultaneously in both directions upon any portion of Route No. 3 or Route No. 7 in which the carriageway is less than twenty feet in width until such carriageway has been widened to a width of not less than twenty feet and in giving any such consent the Minister of Transport may impose such conditions in regard to such use as he may think fit.

(2) The application of the provisions of the Act of 1925 as amended by the Road Traffic Act 1930 to this Order in accordance with subsection (1) of section 16 of that Act shall have effect with any necessary modification and so far only as the same are applicable for the purpose and for the purpose of such application the expression " trolley vehicle route " where used in the Act of 1925 shall be deemed to include the routes authorised by this Order :

Provided that in the application to this Order of section 7 (For protection of Postmaster-General) of the Act of 1925 subsection (2) (d) of that section 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 ".

Period for  
completion  
of trolley  
vehicle  
equipment.

4. If the Corporation shall not have commenced to use trolley vehicles upon each of the routes authorised by this Order within five years from the passing of the Act confirming this Order or such extended time as the Minister of Transport may on the application of the Corporation allow the powers conferred by this Order with reference to the use of trolley vehicles upon the route or routes upon which the Corporation shall not have commenced to use trolley vehicles shall cease to be exerciseable.

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5. The following provisions of the Order of 1931 shall extend and apply to the trolley vehicles authorised by this Order as if those provisions were with any necessary modifications set out in this Order (that is to say) :—

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Section 4 (Adaptation of roads);

Section 5 (Byelaws as to intending passengers outside borough).

—  
Application of provisions of Order of 1931.

6. All regulations and byelaws relating to the trolley vehicles authorised by the Ipswich Corporation (Trolley Vehicles) Act and Order 1925 and 1931 and made in pursuance of that Act and Order or any other statutory enactment shall with any necessary modifications apply to the trolley vehicles used by the Corporation in pursuance of this Order.

Application of byelaws.

7.—(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 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	£10,380	10 years from the date or dates of borrowing.
(b) The provision of trolley vehicle equipment and the construction of other works necessary for working trolley vehicles along the routes authorised by this Order.	£17,620	20 years from the date or dates of borrowing.
(c) The payment of the costs charges and expenses of this Order.	The sum requisite.	5 years from the passing of this Order.

(2) For the purposes of subsection (2) of section 119 (Power to borrow) of the Act of 1925 as modified by section 197 of the Local Government Act 1933 the purposes of this Order shall be deemed to be purposes of Part II (Trolley vehicles) of the Act of 1925.

8. The provisions of section 250 (Procedure &c. for making byelaws) of the Local Government Act 1933 shall not apply in respect of byelaws to be made under section 46 (Byelaws by local authority Promoters may make certain regulations) of the

Procedure for making byelaws.

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Inquiries by  
Minister of  
Transport.

9. The Minister of Transport may hold such inquiries as he may consider necessary in regard to the exercise of any powers conferred upon him or the giving of consents under this Order and section 290 of the Local Government Act 1933 shall apply accordingly.

Costs of  
Order.

10. All costs charges and expenses of and incidental to the preparing and obtaining and confirming of this Order or otherwise incurred in relation thereto as taxed by the taxing officer of the House of Lords or of the House of Commons shall be paid by the Corporation.

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Printed by EYRE AND SPOTTISWOODE LIMITED  
FOR  
SIR WILLIAM RICHARD CODLING, C.B., C.V.O., C.B.E., the King's Printer of  
Acts of Parliament

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