

Block XVII aforesaid; thence south-easterly along the north-eastern side of Yarmouth Street; thence south-westerly along the north-western boundary of Section 43, Block I, Hillend Survey District, to the left bank of the Clutha River; thence south-westerly across the Clutha River to a point in line with the north-western boundary of Section 43 aforesaid; thence down the right bank of the Clutha River and Koau Branch of said river to the point of commencement.

SECOND SCHEDULE

BOUNDARIES OF THE COUNTY OF CLUTHA

BOUNDED towards the north by a right line running due east from a point in the middle of Back Creek in Block V, Rankleburn Survey District, due west from Trig. Station D, said survey district, to the middle of the Clutha River; thence towards the east and north-east by a line along the middle of the said Clutha River and the Koau Branch thereof to the ocean; thence towards the south-east generally by the ocean to the middle of the Longbeach Creek, north-westerly by the centre of that creek to Chaslands Highway; thence westerly by that highway to the eastern boundary of Block XV, Waikawa Survey District; thence northerly by that boundary and the eastern boundary of Block XIV, Waikawa Survey District; thence westerly by the northern boundary of said Block XIV; thence northerly by the eastern boundary of Section 5, Block XIV, Mokoreta Survey District, and its production to the northern side of the road forming the northern boundary of the said Section No. 5, by the said side of that road and the northern side of the road forming the north-eastern boundaries of Sections Nos. 3 and 2, Block XIV aforesaid, to a point due south of Trig. Station EE, by a right line to the said Trig. Station EE, by the watershed over Bleak Hill to Catlin's Cone, Rimu Survey District; thence north-easterly by a straight line from Trig. D to Peg XLII, D.P. 3412, Southland Registry, on the south-western boundary-line of Run No. 258; thence again towards the south-west by the last-mentioned boundary to the Wyndham or Mokoreta River, by that river to a point in line with the south-western boundary-line of Section No. 5, Block VII, Slopedown Survey District, by a right line to and by the last-mentioned boundary-line and its production to the south-east boundary of Run No. 251 in the said Block VII; thence again towards the west generally by the last-mentioned run, by Section No. 2, Block VI, Slopedown Survey District, and the production of its eastern boundary-line to the centre of the road forming its northern boundary, by a line along the centre of the last-mentioned road and the road forming the eastern boundaries of Sections Nos. 12, 13, 7, 6, 4, and 1 of Block II, Slopedown Survey District, across the Main South Road, by the centre of the road forming the eastern boundaries of Sections Nos. 23 and 24, Block XII, Waipahi Survey District, to a line bearing N.E. 66° 47', by that line for a distance of 50.2 links to the angle on the eastern side of the last-mentioned road where it strikes the western boundary-line of Section No. 28, Block V, Waipahi Survey District, by that boundary-line and its production to the centre of the Waipahi River, by the centre of the Waipahi River to a point due east from the north side of a road intersecting Section No. 4, Block XI, Waipahi Survey District, by a right line to and by the northern side of that road to the eastern boundary-line of the Waikaka Survey District, by that district to the eastern boundary-line of the Chatton Survey District, by that boundary-line and its production to the middle of the Leithen River; thence again towards the north-east by a line along the middle of that river and the middle of the Pomahaka River to its confluence with the Waipahi River; and thence towards the north-west by the continuation of the line along the middle of the Pomahaka River and Back Creek to the place of commencement: excepting that portion of the Borough of Balclutha which comes within the above-described area.

THIRD SCHEDULE

BOUNDARIES OF THE CLUTHA RIDING, COUNTY OF CLUTHA

ALL that area in the Clutha County, bounded on the north-east generally by a line down the middle of the Pomahaka River from a point commencing at the Pomahaka Bridge on the Clydevale-Waiwera Road on the eastern side of Section 36, Block VI, Pomahaka Survey District, to the middle of the Clutha River; thence again towards the north-east generally by a line down the middle of the said Clutha River to a point in line with the north-western boundary of the Borough of Balclutha hereinbefore described; thence to that boundary and towards the south-east and north-east generally by the said boundary of the Borough of Balclutha to the south-eastern side of the road forming the north-western boundary of the land shown on plan numbered 3656, deposited in the office of the District Land Registrar at Dunedin; thence towards the south-east by the last-mentioned land to the Southern Trunk Railway; thence bounded towards the south and south-west generally by the said railway to a block road-line, being the north-western boundary-line of Section 12, Block XCVIII, Clutha Survey District; thence bounded towards the north-west generally by the centre of the said road-line to its junction with the Main South Road at the southern boundary of Section 56, Block VII, Pomahaka Survey District; thence by the centre of the said road (Main South Road) in a westerly direction to its junction with a road at the south-west corner of Section 57, Block VII, Pomahaka Survey District; thence by the centre-line of the said road-line, which forms the western and northern boundaries of Section 57, and the western boundaries of Sections 55, 54, 37, 34, 32, 14, and 10, Block VII, Pomahaka Survey District, and Sections 31, 32, 33, 34, and the eastern boundary of Section 36, Block VI, Pomahaka Survey District, to the Pomahaka Bridge, the point of commencement.

BOUNDARIES OF THE RICHARDSON RIDING, COUNTY OF CLUTHA

ALL that area in the Clutha County, bounded towards the north, north-east, and north-west generally by the northern side of the Southern Trunk Railway from the middle of the Waiwera Stream to the north-western boundary of the land shown on the plan numbered 3656, deposited in the office of the District Land Registrar at Dunedin, in Block 33, Clutha Survey District; thence towards the north-west by the said north-western boundary to the south-western boundary of Lot 24, Rosebank Estate; thence towards the north-east by the said south-western boundary and its production to the middle of the Clutha River; thence by the middle of the said river to a point in line with the north-western boundary-line of Section 11, Block XIII, Clutha Survey District; thence bounded towards the south-east and south generally by the eastern side of a block road-line, being the north-western boundary line of said Block XIII, to its junction with a road-line at the eastern side of Section 1, Block XVII, Clutha Survey District; thence by the centre-line of that road in a north-western direction to its junction with a road-line on the east side of Block XXI, Clutha Survey District; thence by the centre-line of that road-line in a southerly direction to the Puerua Stream; thence by the middle of the Puerua and Little Puerua Streams to the southern block-line of Block IX, Warepa Survey District; thence by the said block-line in a westerly direction to the centre of a road-line; thence by the centre of that road-line in a north-westerly direction to the western boundary-line of Block IX, Warepa Survey District; thence in a northerly direction by the said western block-line of Block IX, Warepa Survey District, and by the eastern boundary of Run 516 to the north-west corner of Section 5, Block VII, Warepa Survey District; thence in a north-westerly direction by the northern boundary of Run 516 to the Waiwera Stream; thence by the middle of the said Waiwera Stream in a northerly direction to the northern side of the Southern Trunk Railway, the point of commencement.

H. G. R. MASON,
For the Minister of Internal Affairs.

(L.A. 103/5/99.)

Regulating Vehicular Traffic on Railway Approach Roads

IN pursuance and exercise of the powers conferred upon me by the Government Railways Act, 1926, and its amendments, and of every other power and authority enabling me in this behalf, I, Robert Semple, Minister of Railways, do hereby make the following by-law, and I do hereby declare that such by-law shall come into force on the 22nd day of December, 1947.

BY-LAW No. 102

1. THIS by-law may be cited as Railway By-law No. 102.
2. For the purpose of regulating vehicular traffic on the approach roads to the Stratford, Wellington, Picton, and Timaru Railway-stations and to the Picton Wharf the following provisions shall apply.
 3. For the purposes of this by-law the words "railway approach road" mean any road, street, or way, and any portion of a road, street, or way constructed on railway land and providing access (a) to the railway-stations at Stratford, Picton, and Timaru, (b) to the easternmost platform of the railway-station at Wellington, and (c) to the Picton Wharf; and the words "authorized officer" mean any railway employee, any Police Officer, and any Traffic Inspector; and the word "Manager" means the District Traffic Officer in charge of any traffic district on the railway.
 4. Every person operating or about to operate any vehicle in or upon any railway approach road shall at all times obey the orders of any authorized officer, and every such person shall immediately remove any such vehicle to such part of the railway as he may be directed, and shall, if so directed, remove any such vehicle altogether from the railway.
 5. Unless otherwise directed by an authorized officer, every person driving or about to operate any vehicle in or upon any railway approach road shall comply with all notices, traffic signs, or markings or signs, maintained or exhibited on or about such approach road for the control or guidance of vehicular traffic, and in particular shall—
 - (a) Where an entrance to any railway approach road is indicated by any such notice, traffic sign, marking or sign, enter upon such railway approach road only by that entrance; and
 - (b) Where an exit from any railway approach road is indicated by any such notice, traffic sign, marking or sign, depart from such railway approach road only by that exit; and
 - (c) Stop, stand, or park such vehicle only upon a stand set apart for the particular class of vehicle, as indicated by any such notice, traffic sign, marking or sign.
 6. Any railway approach road may be closed to vehicular traffic during such period or periods or for such time as may from time to time be determined by the Manager, and no person shall operate any vehicle upon any such approach road during such periods. The fact that notices indicating the periods during which the railway approach road will be closed to vehicular traffic are exhibited at or near the entrance to the railway approach road, or that any authorized officer shall direct the operator of any vehicle not to enter on the railway approach road, shall be sufficient evidence that the railway approach road has been closed to vehicular traffic pursuant to this by-law. Nothing herein contained shall be deemed to require the exhibition of any such notice as is mentioned in this paragraph; nor shall the fact that any notice is exhibited be a bar to the closing of the railway approach road during any longer period than is shown on such notice or during any other period or periods.