

Crown Land Set Apart as Provisional State Forest Land

COBHAM, Governor-General
A PROCLAMATION

PURSUANT to section 18 of the Forests Act 1949, I, Charles John, Viscount Cobham, the Governor-General of New Zealand, hereby set apart the Crown land described in the Schedule hereto as provisional State forest land.

SCHEDULE

NORTH AUCKLAND LAND DISTRICT—AUCKLAND CONSERVANCY SECTIONS 83 and 84, Block VIII, Opoe Survey District, situated in Mangonui County: Area, 379 acres and 26 perches, more or less. Shown on plan No. 2/2 deposited in the Head Office of the New Zealand Forest Service at Wellington, and thereon bordered red. (S.O. Plan 40941.)

Given under the hand of His Excellency the Governor-General, and issued under the Seal of New Zealand, this 19th day of June 1959.

[L.S.] E. T. TIRIKATENE, Minister of Forests.
GOD SAVE THE QUEEN!

(F.S. 6/1/185)

Defining the Middle Line of Wellington-Foxton Railway (Porirua-Plimmerton Deviation, Paremata to Plimmerton Section)

COBHAM, Governor-General
A PROCLAMATION

PURSUANT to the Public Works Act 1928, I, Charles John, Viscount Cobham, the Governor-General of New Zealand, hereby proclaim and declare that the middle line of the Wellington-Foxton Railway (Porirua-Plimmerton Deviation, Paremata to Plimmerton section) shall be that defined and set forth in the Schedule hereto.

SCHEDULE

COMMENCING at a point marked 17 miles (Wellington-New Plymouth milage) on the existing Wellington-Foxton Railway and proceeding thence generally in a northerly direction for a distance of approximately 1 mile, passing in, into, through, or over part railway land, being part Sections 80 and 81, Porirua District; part Porirua Harbour; part railway land, being part Old Bed of Porirua Harbour and part Taupo 1.

All situated in Block VIII, Paekakariki Survey District, and terminating at a point marked 18 miles 20 links (Wellington-New Plymouth milage) on the Wellington-Foxton Railway, including all adjoining and intervening places, lands, reserves, roads, tracks, lakes, rivers, streams, and watercourses. All situated in the Wellington Land District as the same is delineated on the plan marked L.O. 16006 deposited in the office of the Minister of Railways.

Given under the hand of His Excellency the Governor-General, and issued under the Seal of New Zealand, this 29th day of June 1959.

[L.S.] M. MOOHAN, Minister of Railways.
GOD SAVE THE QUEEN!

(L.O. 22505/18)

Authorising the Auckland Transport Board to Erect and Use Certain Electric Lines in the City of Auckland and the Boroughs of Newmarket, One Tree Hill, Mount Roskill, and Onehunga (Meadowbank and Onehunga Services)

COBHAM, Governor-General
ORDER IN COUNCIL

At the Government House at Wellington this 1st day of July 1959

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Public Works Act 1928, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby authorises the Auckland Transport Board (hereinafter with its successors and assigns referred to as the licensee), subject to the conditions hereinafter set forth, to lay, construct, put up, place, and use the electric lines described in the Schedule hereto.

CONDITIONS

PURPOSE OF LINES

1. The electric lines hereby authorised shall be used only for the purpose of supplying electricity to the licensee's trackless trolley omnibuses.

IMPLIED CONDITIONS

2. The conditions directed to be implied in all licences by the Electrical Supply Regulations 1935 and the Electrical Wiring Regulations 1935 shall be incorporated in and shall form part of this licence except in so far as the same may be inconsistent with the provisions hereof.

LICENCE SUBJECT TO REGULATIONS

3. In respect of the electric lines hereby authorised the licensee shall comply with the Electrical Supply Regulations 1935, the Electrical Wiring Regulations 1935, the Radio Interference Regulations 1958, and with all regulations hereafter made in amendment thereof or in substitution therefor respectively.

SYSTEM OF SUPPLY

4. The system of supply shall be classified under paragraph (j) of regulation 21-01 of the Electrical Supply Regulations 1935, and shall be a two wire direct-current system at a normal rated pressure of 550 volts, for supply to the licensee's trackless trolley-omnibus system.

DURATION OF LICENCE

5. This licence shall, unless sooner lawfully determined, continue in force until the 31st day of March 1972.

ALTERATIONS TO AUCKLAND ELECTRIC POWER BOARD'S ELECTRIC LINES OR WORKS

6. Where the construction, existence, or use of the electric lines hereby authorised necessitates any alteration to the Auckland Electric Power Board's existing electric lines or works and/or the erection of any new or additional electric lines or works on the opposite side of any street to that on which the Board's existing electric lines or works are situated, the cost of any such alteration and/or additional cost involved in erecting any such new or additional electric lines or works shall be borne by the licensee.

SCHEDULE

LINES for the transmission of electrical energy by the system of supply hereinbefore described, along certain routes in the City of Auckland and the Boroughs of Newmarket, One Tree Hill, Mount Roskill, and Onehunga, described as follows:

1. Meadowbank Service:

- (a) Lines for one-way traffic commencing at the junction of Commerce Street with Fort Street and proceeding generally easterly along Fort Street to its junction with Customs Street East.
- (b) Lines for one-way traffic commencing at the northernmost junction of Beach Road with the road giving access to the main entrance of Auckland Railway Station and proceeding southerly along Beach Road to the southernmost junction of Beach Road with the road giving access to the main entrance of Auckland Railway Station.
- (c) Lines for two-way traffic commencing at the southernmost junction of Beach Road with the road giving access to the main entrance of Auckland Railway Station and proceeding generally southerly along Beach Road, Gittos Street, and Parnell Road to its junction with Railway Street.
- (d) Lines for one-way traffic commencing at the junction of Parnell Road with Railway Street and proceeding southerly along Broadway to its junction with Khyber Pass.
- (e) Lines for one-way traffic commencing at the junction of Broadway with Khyber Pass and proceeding generally northerly along Davis Crescent to the junction of Parnell Road with Railway Street.
- (f) Lines for two-way traffic commencing at the junction of Broadway with Khyber Pass and proceeding southerly along Broadway to its junction with Remuera Road; and thence generally easterly along Remuera Road and St. John's Road to a turning circle adjacent to the junction of St. John's Road with Ipswich Place.

The aforesaid lines being more particularly delineated by means of red lines on the plan marked N.Z.E.D. 516 deposited in the office of the New Zealand Electricity Department at Wellington.

2. Onehunga Service:

- (a) Lines for two-way traffic commencing at the intersection of Queen Street with Karangahape Road and proceeding easterly along Karangahape Road to its intersection with Symonds Street.
- (b) Lines for two-way traffic commencing at the junction of Symonds Street with Khyber Pass and proceeding easterly along Khyber Pass to its junction with Broadway.
- (c) Lines for two-way traffic commencing at the junction of Broadway with Remuera Road and proceeding southerly along Broadway and Manukau Road to the intersection of Manukau Road with Trafalgar Street; thence easterly along Trafalgar Street to its intersection with Queen Street, Onehunga; and thence southerly along Queen Street, Onehunga, to a turning circle partly on the licensee's land on the eastern side of Queen Street, Onehunga, between its intersections with Princes Street and Captain Street.
- (d) Lines for two-way traffic commencing from the intersection of Queen Street, Onehunga, with Church Street, and proceeding easterly along Church Street to the licensee's depot, situated adjacent to the junction of Church Street with Mays Road.

The aforesaid lines being more particularly delineated by means of red lines on the plan marked N.Z.E.D. 517 deposited in the office of the New Zealand Electricity Department at Wellington.

T. J. SHERRARD, Clerk of the Executive Council.
(N.Z.E.D. 11/20/1237)