

## Convenience Cards

10 trip cards	Adults	\$5
	Children	\$2
	Senior Citizens	\$2

## APPENDIX II

## Fleet Schedule

The following vehicles are, at present, in use with the Invercargill City Council Transport Department, any one of which may be used on the proposed service.

Vehicle Authorities have already been obtained for these vehicles.

Fleet No.	Registered	Make	Model	Reg. No.	Type	Seat No.
1	27/2/78	Bedford	VAM 75	IP 8325	Omnibus	43
2	27/2/78	Bedford	VAM 75	IP 8336	Omnibus	43
3	2/6/82	Leyland	Leopard	KS 603	Omnibus	46
4	2/10/68	Bedford	VAM 70	CW 4540	Omnibus	41
5	15/10/69	Bedford	VAM 70	CX 529	Omnibus	42
6	2/10/68	Bedford	VAM 70	CW 4539	Omnibus	41
8	15/10/69	Bedford	VAM 70	CX 527	Omnibus	42
9	15/10/69	Bedford	VAM 70	CX 530	Omnibus	41
10	25/3/74	Bedford	VAM 70	GQ 1420	Omnibus	43
12	25/3/74	Bedford	VAM 70	GQ 1421	Omnibus	43
14	13/9/68	Bedford	VAM 70	CW 4279	Omnibus	40
15	27/2/78	Bedford	VAM 75	IP 8337	Omnibus	43
16	21/7/71	Ford	R 192	DR 3425	Omnibus	42
17	17/8/83	Leyland	Leopard	LC 7967	Omnibus	45
18	21/1/80	Leyland	Leopard	JM 9564	Omnibus	46
19	7/10/83	Leyland	Leopard	LH 5642	Omnibus	45
20	1/3/83	Leyland	Leopard	LA 5234	Omnibus	45
21	23/4/81	Leyland	Leopard	KD 7506	Omnibus	46
22	2/6/82	Leyland	Leopard	KS 605	Omnibus	45
23	22/9/83	Leyland	Leopard	LH 5631	Omnibus	45
24	5/2/80	Leyland	Leopard	JL 3389	Omnibus	46
25	10/6/80	Leyland	Leopard	JT 684	Omnibus	48

068/84 Invercargill City Council Transport Department: Application to amend Continuous Passenger Service Licence No. 04325 to include the operation of an Urban Public Passenger Transport Licence—Clifton No. 9, Kingswell No. 5, Hawthorndale No. 4 as follows:

## APPENDIX I

## Route No. 4 Hawthorndale

Present City Terminal—Dee Street corner Tay Street.

New City Terminal—Tay Street, approximately 50 metres east of Dee Street.

## Route No. 5 Kingswell

Present City Terminal—Tay Street, approximately 50 metres east of Dee Street.

New City Terminal—Dee Street, corner Tay Street.

The change in City Terminal for these 2 services is necessary because of the closure of Esk Street, West of Dee Street. This has resulted in several services at present having to travel via Leven Street, Spey Street and Dee Street to arrive at their respective Dee Street terminals. This change will make it possible for:

- Buses from Kingswell to Hawthorndale to turn around at the roundabout in Leven Street/The Crescent.
- Buses from Hawthorndale to Kingswell will have sufficient time to travel via Leven Street, Spey Street, Dee Street to the terminal at Dee Street corner Tay Street.

No other services will need to travel this way as they are all North/South connections which is directly linked to the introduction of the Waikiwi Service.

## Route No. 9 Clifton

Delete Clifton No. 9—\*8.10 a.m. to City Terminal.

\* Does not operate during School Holidays.

With the closure of Lower Esk Street, it was found that all city connection had to be altered. The Clifton, at present connected to the Newfield service, has to be disconnected and tied to a north-bound service. At present the 8 a.m. from Clifton carries about 20–25 High School students to Cargill High School, Verdon College. By disconnecting the service as explained, problems arise for these children. The 8.10 a.m. from Clifton was originally a School Bus but because it ran over a normal service route it was decided to incorporate it into the normal service, thus enabling adult passengers to be uplifted. Experience has shown us for this to happen very seldom. It is therefore proposed to turn this into a School Bus departing Clifton at 8.05 a.m. via Standard No. 9 route, Conon Street to St Joseph's School (Eye Street), Community College (Forth Street), then on via Tweed Street to Girls' High School, Cargill High School and Verdon College. This will give a better service to the school children as well as eliminate problems on the 8 a.m. Clifton No. 9 depart, caused at times because of overloading.

A061/84 Gordon Harold Wilson: Application for a new Continuous Goods Service Licence.

Details of the above applications are available upon application to the Ministry of Transport, Private Bag, Invercargill.

W. J. MCINTOSH, Secretary.

No. 11 Transport Licensing Authority.

## Commerce Act 1975

NOTICE is hereby given of decision No. 97 of the Commerce Commission dated 18 October 1984. By this decision the Commission approved the merger or takeover proposal involving the acquisition by Wilson Neill Limited of the DB Milford Marina Hotel and the DB Valley Inn Tavern from Dominion Breweries Limited in terms of the Heads of Agreement signed by the participants and dated 20 July 1984.

The full text of the Commission's decision is available for inspection at its offices, Sixth Floor, 163 The Terrace, Wellington (P.O. Box 10-273). Copies may be purchased.

Dated at Wellington this 18th day of October 1984.

D. J. KERR, Executive Officer.

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## The Traffic (Hauraki Plains County) Notice No. 1, 1984

PURSUANT to the Transport Act 1962, and pursuant to a delegation from the Minister of Transport, and pursuant to a subdelegation from the Secretary for Transport, I, Carne Maurice Clissold, Chief Traffic Engineer, hereby give the following notice:

## NOTICE

THIS notice may be cited as the Traffic (Hauraki Plains County) Notice No. 1, 1984.

The roads specified in the Schedule hereto are hereby declared to be closely populated localities for the purposes of section 52 of the Transport Act 1962.

The notice under section 36 of the Transport Act 1949 dated the 16th day of January 1958\*, which relates to Kerepehi-Turua Road, situated within Hauraki Plains County at Kerepehi is hereby revoked.

## SCHEDULE

SITUATED within Hauraki Plains County at Kerepehi:  
Fernleigh Street.

Kaikahu Road: from a point 350 metres measured southerly, generally, along the said road from Miro Street to the northern end of the said road.

Kerepehi-Turua Road: from a point 240 metres measured easterly, generally, along the said road from Ponui Avenue to a point 110 metres measured westerly, generally, along the said road from Fernleigh Street.

McGowan Avenue.  
Matai Street.  
Miro Street.  
Motuihe Street.  
Pakatoa Street.  
Ponui Avenue.  
Rakino Drive.  
Rata Street.  
Rimu Street.  
Stanley Street.

Signed at Wellington this 19th day of October 1984.

C. M. CLISSOLD, Chief Traffic Engineer.

\*New Zealand Gazette, No. 7, dated 30 January 1958, p. 102 (M.O.T. 29/2/Hauraki Plains County)

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## The Traffic (Franklin County) Notice No. 1, 1984

PURSUANT to the Transport Act 1962, and pursuant to a delegation from the Minister of Transport, and pursuant to a subdelegation from the Secretary for Transport, I, Carne Maurice Clissold, Chief Traffic Engineer, hereby give the following notice:

## NOTICE

THIS notice may be cited as the Traffic (Franklin County) Notice No. 1, 1984.

The roads specified in the Schedule hereto are hereby declared to be closely populated localities for the purposes of section 52 of the Transport Act 1962.

The Traffic (Franklin County) Notice No. 4, 1976, dated the 18th day of October 1976\*, issued pursuant to section 52 of the Transport Act 1962, is hereby revoked.