offices of the Cambridgeshire County Council, Shire Hall, Castle Hill, Cambridge, and may be seen at all reasonable hours.

Any person aggrieved by either of the said Orders and desiring to question the validity thereof, or of any provision contained therein, on the grounds that it is not within the powers of the Trunk Roads Act, 1946, as amended by the Special Roads Act, 1949, or, as the case may be, of the Special Roads Act, 1949, or on the ground that any requirement of these Acts, or of any regulations made thereunder, have not been complied with in relation to the Order, may, within six weeks of the 30th day of January, 1953, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein

N. Procter-Gregg,
An Assistant Secretary of the
Ministry of Transport.

MINISTRY OF TRANSPORT.

TRUNK ROADS ACT, 1946.

SPECIAL ROADS ACT, 1949.

The Minister of Transport hereby gives notice that he has made an Order under section 1 of the Trunk Roads Act, 1946, as extended by section 14 of the Special Roads Act, 1949, the effect of which is that a new diversion which he proposes to construct at Parkend in the County of Gloucester will become a trunk road on the date when the Order comes into operation and the length of the Exeter—Leeds Trunk Road to be superseded thereby will cease to be a trunk road on the date on which notice is given by the Minister to the Gloucester County Council (who will thereafter become the highway authority responsible for that road) that the new diversion is opened for through traffic.

Copies of the Order, the short title of which is "The Exeter—Leeds Trunk Road (Parkend Diversion) Order, 1953", can be purchased, price 2d., either through any bookseller or direct from Her Majesty's Stationery Office at Tower Lane, Bristol 1.

Copies of the order and of the plan referred to therein have been deposited at the Ministry of Transport, Berkeley Square House, London, W.1, and at the offices of the Gloucestershire County Council, Shire Hall, Gloucester, and may be seen at all reasonable hours.

Any person aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the grounds that it is not within the powers of the Trunk Roads Act, 1946, as amended by the Special Roads Act, 1949, or on the ground that any requirement of the Trunk Roads Act, 1946, as so amended has not been complied with in relation to the Order, may, within six weeks of the 30th day of January, 1953, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

N. Procter-Gregg,
An Assistant Secretary of the
Ministry of Transport.

MINISTRY OF TRANSPORT.

TRUNK ROADS ACT, 1946.

SPECIAL ROADS ACT, 1949.

Mortal Ash Hill Diversion and Improvements.

The Minister of Transport in connection with his proposals to make two Orders, one under section 1 of the Trunk Roads Act, 1946, and the other under section 14 of the Special Roads Act, 1949, the effect of which will be:—

(*a*) that a diversion which he proposes to construct at Mortal Ash Hill in the Rural District of Glanford Brigg in the County of Lincoln will become a trunk road on the date when the Order comes into operation;

(*b*) that the length of the Sheffield—Grimsby Trunk Road superseded by the new diversion will cease to be a trunk road on the date on which notice is given by the Minister to the Lindsey C.C. (who will thereafter become the highway authority responsible for that length of road) that the diversion is opened for through traffic;

(*c*) to provide for the construction by the Minister of a new road to connect the road leading from Raventhorpe to the new diversion;

(*d*) to provide for the construction by the Minister of a new road to connect a length of the superseded Trunk Road with the new diversion;

(*e*) to provide for the stopping up of five lengths of the superseded Trunk Road;

(*f*) that the Lindsey C.C. will become the highway authority for the two new roads on the date on which notice is given by the Minister to the Council that the new roads are opened for through traffic.

Hereby gives notice that a public inquiry will be held and notice is hereby given that Colonel W. S. Richmond, C.M.G., M.I.C.E., has been appointed to hold the public inquiry at 10.30 a.m. on Wednesday, 25th February, 1953, in the Council Chamber at the Municipal Offices, 34, High Street, Scunthorpe.

Any persons wishing to be heard or represented at the inquiry should notify their intention before 14th February, 1953, by letter addressed to the Secretary, Ministry of Transport, Berkeley Square House, London, W.1, quoting reference HTR 33/24/03.

N. Procter-Gregg,
An Assistant Secretary of the
Ministry of Transport.

MINISTRY OF TRANSPORT.

One-way Traffic—Marylebone Lane.

The Minister of Transport proposes, in exercise of the powers conferred upon him by section 10 of the London Traffic Act, 1924, as amended by section 63 of the London Passenger Transport Act, 1933, to make Regulations instituting one-way traffic working, from south to north in Marylebone Lane, St. Marylebone, between Wigmore Street and Hinde Street.

Objections to the making of such Regulations may be sent in writing to the Secretary, Ministry of Transport, Berkeley Square House, London, W.1, not later than the 13th day of February, 1953.

Dated this 19th day of January, 1953.

G. V. Hole,
An Assistant Secretary of the
Ministry of Transport.

TO ALL HOLDERS OF AMATEUR WIRELESS STATION LICENCES.

The Postmaster General hereby gives notice that all licences granted by him for the establishment of Amateur Wireless Stations, as modified by any notice previously published in the London Gazette, shall be read, construed and take effect as if the use of the type of emission F1 were authorised for frequencies within the bands 1715 to 2000 kc/s, 3500 to 3635 kc/s, 3685 to 3800 kc/s, 7000 to 7300 kc/s, 14000 to 14350 kc/s and 21000 to 21450 kc/s and of types of emission F2 and F3 on the same frequencies by licensees whose licences authorise them respectively to use types of emission A2 and A3 on those frequencies; provided that the carrier frequency is at least 10 kc/s within the limits of the frequency band in use and that the maximum deviation of carrier frequency shall not exceed 2.5 kc/s. The maximum effective modulating frequency shall be limited to 4 kc/s, and the audio frequency input to the frequency modulator at any frequency higher than 4 kc/s shall be not less than 26 db below the maximum input at lower frequencies.

A licensee must not use power on any frequency in excess of that authorised by his licence for that frequency.

Dated this 30th day of January, 1953.

TOWN AND COUNTRY PLANNING ACTS. 1944 AND 1947.

EXTINGUISHMENT OF PUBLIC RIGHTS OF WAY.

County Borough of West Ham.

Notice is hereby given that the Minister of Housing and Local Government, in exercise of powers conferred by section 23 of the Town and Country Planning Act, 1944, as incorporated with the Town and Country Planning Act, 1947, has made an Order Extinguishing the Public Right of Way over Thornton