

The following notice is in substitution for that which appeared on page 1906 of the London Gazette dated 15th February 1968:

SOUTHERN GAS BOARD

THE GAS ACT, 1948

The Gas (Declaration of Calorific Value) Regulations, 1949 and The Gas (Declaration of Calorific Value) (Amendment) Regulations, 1951.

Whereas the Southern Gas Board propose to commence to charge for gas supplied from the gasworks mentioned in the Schedule according to the number of therms supplied.

The Board hereby declare that the calorific value of the gas to be supplied from the said gasworks is 1,000 British Thermal Units per cubic foot and that this declaration shall take effect generally on and after the 31st May 1968.

For the purpose of calculating the charge to be made for gas supplied from the said gasworks to any consumer, this declaration shall take effect immediately after the first reading of that consumer's meter which relates to the said gas and is on or after the 31st May 1968.

THE SCHEDULE

The Board's natural gas pressure-regulating installation under construction at their gasholder station at Watling Street, Bletchley.

The Board's natural gas pressure-regulating and metering installation at their natural gas reception station under construction at Newton Longville near Bletchley.

L. Bean, Secretary to Southern Gas Board.

164 Above Bar,
Southampton.

9th February 1968.

RAILWAY ACTS

THE BRITISH RAILWAYS BOARD (SEVERN VALLEY) LIGHT RAILWAY ORDER

Notice is hereby given that application is intended to be made in the present month of February by the British Railways Board (hereinafter referred to as "the Board") to the Minister of Transport for an Order under the Light Railways Acts 1896 and 1912 and the Railways Act 1921 for the following purposes:

To enable the Board to work as a light railway under the provisions of the Light Railways Acts 1896 and 1912 as amended by the Railways Act 1921 so much of the Board's railway authorised and constructed under the powers of the Severn Valley Railway Acts 1855 and 1856 as commences at a point 8 yards north of the 144½ milepost (measured from Paddington Station, London) on the said railway in the parish of Highley in the rural district of Bridgnorth in the County of Salop and terminates at the westerly boundary of Hollybush Road in the Rural Borough of Bridgnorth in the said County.

On and after the 29th February 1968, a printed copy of the draft Order may be inspected and copies thereof obtained at the price of one shilling per copy at the office of the undersigned.

Any authority company or person desirous of making any representation to the Minister of Transport or of bringing before her any objection respecting the application, should do so in writing on or before the 1st April 1968 addressed to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and a copy of any such representations or objections must at the same time be sent to the undersigned. In forwarding any such representations or objections to the Ministry of Transport, objectors should state that a copy of the same has been sent to the undersigned.

Dated 20th February 1968.

M. H. B. Gilmour, Solicitor, British Railways Board, Melbury House, Melbury Terrace, (198) London N.W.1.

ROAD TRAFFIC ACTS

ASHFORD URBAN DISTRICT COUNCIL

The Ashford Urban District (Parking Places) (North Street Car Park) Order, 1968

Notice is hereby given that on the 16th day of February 1968, the Ashford Urban District Council made an Order under section 31 of the Road Traffic Regulation Act 1967, the effect of which is to fix the charges to be made for the use of the North Street Car Park as follows:

Motor vehicles not exceeding (including any load) 2 tons	6d. for any period up to 2 hours.
For any period in excess of 2 hours	6d. for each additional hour or part thereof.
Motor vehicles exceeding (including any load) 2 tons	2s. 6d. per day.
Bicycles	2d. per day.

The Order provides for the use of a TIM ticket issuing machine. As motor vehicles enter the car park, the attendant will on payment of 6d. issue a ticket which will indicate the time of entry and an additional charge will be payable on leaving the car park if the ticket (to be surrendered to the attendant) shows that the vehicle has been parked for more than two hours.

The Ashford Urban District (Parking Places) Order, 1962 (as amended by the Ashford Urban District (Parking Places) Variation Order, 1968) is further amended by the addition to Part IV thereof of the above-mentioned charges and to Part II of the Schedule thereto of the above-mentioned car park.

The Order came into operation on the 19th day of February 1968.

G. H. Redfern, Clerk of the Council.

Council Offices,
Church Road, Ashford, Kent.

20th February 1967.

(426)

ASHFORD URBAN DISTRICT COUNCIL

The Ashford Urban District (Parking Places) (Elwick Road Car Park) Charges Order 1968

Notice is hereby given that the Ashford Urban District Council propose to make an Order under section 31 of the Road Traffic Regulation Act 1967, the effect of which will be to fix the charges to be made for the use of the Elwick Road car park:

The proposed charges are 6d. per vehicle per entry for motor vehicles not exceeding (including any load) 2 tons.

The Order will also provide for the use of an automatic ticket issuing machine. As motor vehicles enter the car park drivers will be required to obtain a dated ticket from the ticket issuing machine which must be displayed on the inside of the wind screen of the vehicles by means of a self-adhesive strip attached to the ticket. In the event of all the parking spaces becoming fully occupied the ticket issuing machine will display a sign indicating that the car park is full and motorists should not then attempt to enter the car park.

The Ashford Urban District (Parking Places) Order 1962, will be amended by the addition to Part IV thereof of the above mentioned charges.

Objections to the proposals must be sent in writing to the undersigned by the 15th March 1968.

G. H. Redfern, Clerk of the Council.

Council Offices,
Church Road, Ashford, Kent.

20th February 1968.

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BARNESLEY COUNTY BOROUGH COUNCIL

The County Borough of Barnsley (Littleworth Lane Bridge) (Weight Restriction) Order 1967

Notice is hereby given that on the 9th February 1968 the Minister of Transport confirmed the above-named Order made by the Barnsley County Borough Council under section 1 of the Road Traffic Regula-