



The London Gazette

Published by Authority

Registered as a Newspaper

WEDNESDAY, 11TH DECEMBER 1985

State Intelligence

TREASURY SOLICITOR

In the High Court of Justice (Chancery Division)
Companies Court. No. 008044 of 1985

In the Matter of J. C. ANKER (FURS) LIMITED
and in the Matter of the Companies Act 1985

A Petition to wind up the above-named Company by the Court, presented on 28th November 1985 by the Exports Credits Guarantee Department, Crown Buildings, Cathays Park CF1 3NH, claiming to be a Creditor of the Company will be heard at the Royal Courts of Justice, Strand, London WC2A 2LL on 20th January 1986.

Any Creditor or Contributory wishing to oppose or support the making of an Order on the said Petition must ensure that written notice reaches the undersigned by 1600 hours on Friday, 17th January 1986.

A copy of the Petition will be supplied by the undersigned on payment of the prescribed charge.

Treasury Solicitor, Queen Anne's Chambers, 28 Broadway,
(1 SI) London SW1H 9JS. Solicitor for the Petitioner.

up to about 40 metres (44 yards) south of the existing M4, passing under the public highway known as Harmondsworth Road and ending at a point on the existing M4 motorway approximately 460 metres (501 yards) east of the River Colne, all at West Drayton in the London Borough of Hillingdon in Greater London.

ROAD TRAFFIC REGULATION ACT 1984

For the purposes of section 17(5) and all other relevant provisions of the above Act, the Secretary of State for Transport hereby gives notice in accordance with the Special Roads (Notice of Opening) Regulations 1962 that 19th December 1985 will be the date on which the special roads and lengths of special roads described in the Schedules hereto are open for use as special roads.

W. G. Gathercole, Controller of Administration, South East Regional Office, Department of Transport. (Ref.: LG3/28/0600.)

2nd December 1985.

(3 SI)

SCHEDULE I

The M25/M4 Motorways (Thorney Interchange) Connecting Roads Scheme 1981 (S.I. 1981 No. 1723)

(a) The special road authorised to be provided by the Secretary of State by Article 1 of the above-mentioned Scheme being the special road given the reference letter B on the deposited plan to that Scheme, which forms the connecting road joining the M4 eastbound carriageway to the M25 southbound carriageway.

(b) The special road authorised to be provided by the Secretary of State by Article 1 of the above-mentioned Scheme being the special road given the reference letter C on the deposited plan to that Scheme, which forms the connecting road joining the M25 northbound carriageway to the M4 eastbound carriageway.

(c) The special road authorised to be provided by the Secretary of State by Article 1 of the above-mentioned Scheme being the special roads given the reference letters A and E on the deposited plan to that Scheme, which form part of the connecting road joining the M4 westbound carriageway to the M25 southbound carriageway.

(d) The special road authorised to be provided by the Secretary of State by Article 1 of the above-mentioned Scheme being the special roads given the reference letters D and G on the deposited plan to that scheme, which form part of the connecting road joining the M25 northbound carriageway to the M4 westbound carriageway.

DEPARTMENT OF TRANSPORT

ROAD TRAFFIC REGULATION ACT 1984

For the purposes of section 17(5) and all other relevant provisions of the above Act, The Secretary of State for Transport hereby gives notice in accordance with the Special Roads (Notice of Opening) Regulations 1962 that the 19th December 1985 will be the date on which the special road described in the Schedule hereto is open for use as a special road.

W. G. Gathercole, Controller of Administration, South East Regional Office, Department of Transport. (Ref.: LG4(28/0600.)

2nd December 1985.

(2 SI)

THE SCHEDULE

The M4 London-South Wales Motorway (Heathrow Spur to M25 Interchange) Scheme 1984 (S.I. 1984 No. 579)

The special road authorised to be provided by the Secretary of State by Article 1 of the above-mentioned Scheme starting at a point on the existing M4 motorway about 300 metres (330 yards) west of the Sipson Road subway and proceeding for about 900 metres (981 yards) in a generally westerly direction