

made or to be made in amendment thereof or in substitution thereof (and hereinafter collectively referred to as "the regulations"), and which regulations shall be deemed to be incorporated herein, hereby authorize the Christchurch Tramway Board (hereinafter referred to as "the licensee") to erect and maintain electric lines along the routes described in the Schedule hereto for the purpose of supplying power to trackless electric cars.

#### SCHEDULE.

1. ALL those routes shown by red and blue lines on the plans deposited in the office of the Minister of Public Works at Wellington, and marked P.W.D. 84869, the said routes being generally described as follows:—

(a) Lines for one-way traffic commencing from the present trackless tram overhead lines at the intersection of Cashel Street and Fitzgerald Avenue and thence running easterly along Cashel Street to its junction with Stanmore Road; thence northerly along Stanmore Road to its junction with Worcester Street, a distance of 39 chains, more or less, as shown more particularly on plan G. 259.

(b) Lines for two-way traffic commencing from the junction of Stanmore Road and Worcester Street as aforesaid, and proceeding thence northerly along Stanmore Road to its junction with North Avon Road; thence easterly along North Avon Road to its junction with Tweed Street, a distance of 1 mile 41 chains, more or less, with a balloon loop at this junction for turning purposes, all as shown more particularly on plans Nos. G. 259 and G. 260.

(c) Lines for two-way traffic commencing from the junction of North Avon Road and Tweed Street as aforesaid, and proceeding thence easterly along North Avon Road to its junction with North Parade; thence north-easterly along North Parade to its junction with Shirley Road, thence connecting with the present Burwood and North Beach trackless electric tram service, a distance of 2 miles 21 chains, more or less. A balloon loop for turning purposes will also be installed at this point, all as shown more particularly on plan No. G. 260.

(d) Lines for one-way traffic commencing from the junction of Stanmore Road and Worcester Street, and proceeding westerly along Worcester Street to its junction with Fitzgerald Avenue, connecting at that point with the present trackless electric tram power lines, a distance of 26 chains, more or less, as shown more particularly on plan No. G. 259.

2. The trolley-wires shall not be less than No. 2/0 S.W.G. hard-drawn solid copper or cadmium-copper wires, firmly attached to approved insulators, and erected on supports placed not more than 130 ft. apart.

Trolley-wire feeder-cables, if carried overhead, shall be covered with weatherproof triple braiding: Provided that, where circumstances permit, the Minister may approve of bare conductors being used; and provided that where electric feeder-cables intersect the Post and Telegraph Department's lead-covered cables, vulcanized indiarubber insulation of not less than 600 megohm grade shall be substituted for weatherproof triple braiding.

Double insulation shall be provided between the positive and negative trolley-wires and between the positive trolley-wire and earth. Single insulation shall be provided between the negative trolley-wire and earth on all span wires and pull-offs.

The maximum difference of potential between the positive and negative trolley-wires, and between trolley-wire feeders and the ground, shall not exceed 650 volts.

The spacing of trolley-wires shall be such as to prevent bridging by the trolley-wheel or pole.

The best means available shall be adopted for preventing the occurrence of undue sparking at the rubbing or rolling contacts in any place.

3. The conductors shall be carried on substantial and durable supports, which shall be designed to have a factor of safety of four in the case of steel, iron, or ferro-concrete, and five in the case of wood, calculated upon the ultimate strength of the material, assuming the wind-pressure to be 30 lb. per square foot upon a plane surface and 18 lb. per square foot upon a diametral plane upon a cylindrical surface.

4. The trolley-wire shall not in any part thereof be at a less height than 18 ft. from the surface of the ground.

5. (i) Where telegraph, telephone, or electric-fire-alarm wires (hereinafter referred to as "the first-mentioned wires") are carried along either overhead or underground on one side of the road to be used by the trackless electric car, the said electric lines (either overhead or underground) of the trackless electric-car system shall be carried along on the other side thereof unless otherwise approved by the Minister of Telegraphs.

(ii) At all points where it is necessary for the said electric lines to be carried across the first-mentioned wires, they shall be carried across and under the same at right angles if possible,

and the first-mentioned wires shall be carefully insulated at the expense of the licensee over a sufficient length to prevent any contact in the event of accident to either line, and proper guard-wires effectively earthed shall be provided where necessary, at the like expense, to prevent the first-mentioned wires or any other overhead wires from getting into contact with the said electric lines. Where the first-mentioned wires run parallel to and higher than the said electric lines, and the poles supporting the pull-off or span wires are on the same side of the road as those supporting the first-mentioned wires, and wherever it is considered that by reason of accident or otherwise there is a danger of the first-mentioned wires falling across the said electric lines or their supports, guard-hooks and approved insulators, or other approved protective devices, shall be provided and erected by and at the expense of the licensee to the satisfaction of the Minister.

(iii) Where poles are erected on both sides of the road, those on the one side of the road must comply with the requirements of the Minister of Telegraphs in order to provide reasonable facilities for their joint use.

6. The design of all poles, posts, standards, brackets, and other attachments used in connection with the said electric lines shall be subject to the approval of the Minister, and they shall be constructed in accordance with such approved design, and erected in such manner as is approved in writing by the Minister.

7. The licensee shall take all reasonable precautions in constructing, placing, and maintaining the said electric lines and other works of all descriptions, and also in working the undertaking so as not to injuriously affect by fusion or electrolytic action any gas or water pipes, sewers, drains, or conduits, or other pipes, structures, or substances, or to injuriously interfere with the working of any telegraph, telephone, electric-lighting, or electric-fire-alarm lines or apparatus.

8. This license shall, unless sooner determined in accordance with the provisions hereinafter expressed, continue in force for a period of ten years from the date hereof. Upon expiry of the said term, or upon sooner determination of this license by revocation or otherwise, all rights hereby granted to the licensee shall cease and determine; but such expiration or determination shall not relieve the licensee of any liability theretofore incurred under this license.

9. The licensee shall rectify to the satisfaction of the Minister of Telegraphs or the Minister of Railways any interference or disturbance caused by the erection or operation of the licensee's system that affects the satisfactory working of the telegraph-lines which are the property of the Telegraph or Railways Departments and which were erected prior to the licensee's lines.

10. Notwithstanding anything contained in the regulations incorporated herein, no extensions or lines other than those along the routes hereinbefore described shall be deemed to be authorized by this license.

11. No electric car shall be supplied with electric power from the lines hereby authorized to be erected unless the licensee first receives from the Minister of Public Works a Warrant authorizing the use of that car.

F. D. THOMSON,  
Clerk of the Executive Council.

(P.W. 26/1490.)

*Order in Council authorizing the Borrowing by the Waiapu Hospital Board by way of Hypothecation of Debentures issued in respect of a Loan of £1,600.*

BLDISLOE, Governor-General.

#### ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 15th day of August, 1934.

Present:

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

WHEREAS by Order in Council made on the fifteenth day of August, one thousand nine hundred and thirty-four, and subject to the determinations as to borrowing and repayment therein set out, consent was given to the raising by the Waiapu Hospital Board (hereinafter called "the said local authority") of the sum of one thousand six hundred pounds (£1,600) by a special loan to be known as "Te Puia Hospital Buildings Loan, 1934" (hereinafter called "the said loan");

And whereas the said local authority, pending the raising of the said loan in accordance with the said determinations, is desirous of borrowing the said sum or part thereof by the hypothecation or mortgage, pursuant to section thirty-four of the Local Bodies' Loans Act, 1926, of the debentures authorized to be issued in respect of the said loan: