

CORPORATION OF THE CITY OF  
GLASGOW.

## ROAD TRAFFIC ACT, 1930.

WHEREAS by Sub-Section (1) of Section 101 of the Road Traffic Act, 1930, it is provided that a Local Authority who under any local Act or Order are operating a tramway, light railway, trolley vehicle or omnibus undertaking may as part of that undertaking run public service vehicles on any road within their district and also with the consent of the Traffic Commissioners for the traffic area in which any other road is situate on that road:

Notice is hereby given that in pursuance of said Sub-Section the Corporation of the City of Glasgow have made application to the Traffic Commissioners for the Southern Scotland Traffic Area for their consent to the running by them of omnibuses along the following route, that is to say:—

In the parish of New Kilpatrick and the County of Dunbarton, commencing in Great Western Road at the City boundary at Balvie Avenue, and passing along and terminating in Great Western Road at the point where the said road crosses the Yoker Burn.

And notice is hereby further given that objections to the giving of such consent on the part of any other Local Authority Council of any County or any persons who are already providing transport on or in the neighbourhood of any part of the said route may be sent in writing to the Traffic Commissioners, Southern Scotland Area, 44 Palmerston Place, Edinburgh, 12, on or before 23rd June 1934.

A copy of any objection should at the same time be sent by the Objector to the Town Clerk, Glasgow.

Dated this sixth day of June nineteen hundred and thirty-four.

D. STENHOUSE, Town Clerk.

## ROAD TRAFFIC ACT, 1930.

## COUNTY OF AYR.

NOTICE is hereby given that on the 26th May 1934 the Minister of Transport made an Order under Section 46 (1) of the Road Traffic Act, 1930, which will come into force on the 18th June 1934, and which provides that:—

(1) No person shall drive or cause to be driven on or over the bridge spanning the River Ayr situate on SMIDDYSHAW ROAD, SORN (hereinafter referred to as "the said bridge"), any vehicle the weight of which whether laden or unladen exceeds one and a half tons.

(2) Subject to certain exceptions, no person shall drive or cause to be driven any vehicle the weight of which whether laden or unladen exceeds one and a half tons on that part of SMIDDYSHAW ROAD, SORN (hereinafter referred to as "the said road"), which lies between:—

(i.) the junction of the said road with the Mauchline-Sorn-Muirkirk Road

(B.743) and the northeast end of the said bridge,

or

(ii.) the southwest end of the said bridge and the junction of the said road with the road leading from Catrine to Sorn *via* Lindsay Bank and Sorn New Bridge.

Copies of the Order, each price 1d. net, may be obtained from His Majesty's Stationery Office, 120 George Street, Edinburgh, or through any bookseller.

J. E. SHAW, County Clerk.

County Buildings, Ayr,  
5th June 1934.

## NOTICE.

## ROYAL BURGH OF QUEENSFERRY.

## EXTENSION OF BURGH BOUNDARIES.

A PETITION has been presented to the Sheriff Court of the Lothians and Peebles, at Linlithgow, by the Provost, Magistrates, and Councillors of the Royal Burgh of Queensferry craving the Court:—

(1) To revise, alter, and extend the boundaries of the Royal Burgh of Queensferry for the purposes of the Burgh Police (Scotland) Act, 1892, and Acts amending the same, so as to include that area of land extending to twenty-three acres and 995 decimal or one thousandth parts of an acre or thereby and bounded as follows, viz.:—On the north by ground belonging to the London and North Eastern Railway Company on which is constructed the Queensferry Branch line to Port Edgar and along which it extends westwards from the present western boundary of the Burgh 1123 feet or thereby, thereafter in a curved line veering from north to south in all 454 feet or thereby to a point on the south side of the public road leading from South Queensferry to Hopetoun which is distant 1421 feet, 9 inches or thereby measuring westwards along said road from the line of the present Burgh boundary where it crosses said road, and thence in a westerly direction and bounded by the south boundary of said road 124 feet or thereby, on the west by ground belonging to the Trustees of the late Sir John Stewart-Clark along which it extends in a southerly direction 865 feet or thereby to a point on the north boundary of the public road leading from South Queensferry to Echline, on the south by the north boundary of the said last mentioned road along which it extends in a general north easterly direction following the curves of the road 898 feet, 6 inches or thereby and thence in an easterly direction still following the north boundary of said road 768 feet or thereby to the point where said road meets the present western boundary of the Burgh, on the east from said meeting point on said road along the present western boundary of the Burgh for 378 feet or thereby to the southern boundary of the ground belonging to the London and North Eastern Railway Company before mentioned all as the said area of land is delineated and coloured pink on the Ordnance Survey Map produced with said Petition; or such other boundaries as may appear to the Court just and proper.

(2) To determine that such extension of the boundaries of the Burgh shall take effect as from and after 15th August 1934.

(3) To grant Warrant to record this application and Deliverance thereon of the tenor craved in the Books of the Court.

On which Petition the Sheriff has pronounced the following Deliverance, viz.:—

"*Linlithgow, 4th June 1934.*—The Sheriff, having considered the foregoing Writ along with productions, appoints the Pursuers to serve a copy of the Writ and of this Deliverance upon the County Council of the County of West Lothian; directs the Pursuers to give notice of the import of the application and of this Deliverance by advertisement once in each of the Edinburgh Gazette and