

I certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.

W. S. MOWLE,
Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 1 December, 1919.*

New South Wales.



ANNO DECIMO

GEORGII V REGIS.

Act No. 23, 1919.

An Act to sanction the construction of a line of railway from Regent's Park to Cabramatta; to authorise the construction of the said line on roads; to authorise the use of the said line during construction; and for purposes consequent thereon or incidental thereto. [Assented to, 5th December, 1919.]

WHEREAS, in accordance with the provisions of Preamble. the Public Works Act, 1912, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a line of railway from Regent's Park to Cabramatta: And whereas, on the passing of the said resolution,

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I have examined this Bill, and find it to correspond in all respects with the Bill as finally passed by both Houses.

P. B. COLQUHOUN,
Chairman of Committees of the Legislative Assembly.

Regent's Park to Cabramatta Railway.

a statutory duty was by the said Act imposed on some member of the Executive Council having a seat in the said Assembly to introduce a Bill into the said Assembly to sanction the carrying out of the said work: Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

Short title.

1. This Act may be cited as the "Regent's Park to Cabramatta Railway Act, 1919."

Work sanctioned.

2. The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned.

Plan of work.

3. The plan of the said work is the plan marked "Schedule Plan—Regent's Park to Cabramatta," signed by the Railway Commissioners for New South Wales, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Commissioners.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and forty thousand five hundred and seventy-eight pounds (exclusive of land resumptions), may be defrayed from such Loan Votes as are now, or may hereafter be, applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

Line may be constructed on road.

5. The said line of railway may be constructed on or along or by the side of any road or highway.

Use of line during construction.

6. The Railway Commissioners for New South Wales and any persons authorised by them may during construction use the said line or any part thereof, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

SCHEDULE.

Regent's Park to Cabramatta Railway.

SCHEDULE.

THIS railway commences at the terminus of the branch line from Lidcombe to Regent's Park at 12 miles 27 chains 90·15 links from Sydney, and crosses the Sydney water supply pipe line, Park, Clapham, and King streets, and takes an almost due west direction on the southern side of the latter street and on the northern side of Wellington-road, crosses Campbell Hill road, Miller and Fripp streets, also Woodville-road, formerly called Dog Trap road, where the line bends south-westerly and crosses Carrington-road, Prospect Creek, Prospect-road, Lansdowne and Canley streets, and junctions with the Great Southern railway at 17 miles 35 chains 73·27 links from Sydney, and about a quarter of a mile on the Sydney side of the Cabramatta station, being a total distance of 5 miles 7 chains 83·12 links, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

*In the name and on behalf of His Majesty I assent
to this Act.*

W. E. DAVIDSON,
Governor.
*Government House,
Sydney, 5th December, 1919.*

*This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY,
and, having this day passed, is now ready for presentation to the
LEGISLATIVE COUNCIL for its concurrence.*

W. S. MOWLE,
Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 20 November, 1919.*

New South Wales.



ANNO DECIMO

GEORGI V REGIS.

Act No. , 1919.

An Act to sanction the construction of a line of
railway from Regent's Park to Cabramatta;
to authorise the construction of the said line
on roads; to authorise the use of the said line
during construction; and for purposes conse-
quent thereon or incidental thereto.

WHEREAS, in accordance with the provisions of ^{Preamble}
the Public Works Act, 1912, the Legislative
Assembly did by resolution declare that it was expedient
to carry out a certain work, namely, the construction
5 of a line of railway from Regent's Park to Cabramatta:
And whereas, on the passing of the said resolution,

Regent's Park to Cabramatta Railway.

a statutory duty was by the said Act imposed on some member of the Executive Council having a seat in the said Assembly to introduce a Bill into the said Assembly to sanction the carrying out of the said work: Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

10 **1.** This Act may be cited as the "Regent's Park to Cabramatta Railway Act, 1919." Short title.

2. The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby Work sanctioned.

15 **3.** The plan of the said work is the plan marked "Schedule Plan—Regent's Park to Cabramatta," signed by the Railway Commissioners for New South Wales, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public Plan of work.

20 **4.** The cost of carrying out the said work, estimated at one hundred and forty thousand five hundred and seventy-eight pounds (exclusive of land resumptions), may be defrayed from such Loan Votes as are now, or may Cost, how to be defrayed.

25 hereafter be, applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

30 **5.** The said line of railway may be constructed on or along or by the side of any road or highway. Line may be constructed on road.

6. The Railway Commissioners for New South Wales and any persons authorised by them may during construction use the said line or any part thereof, and for Use of line during construction.

35 that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

Regent's Park to Cabramatta Railway.

SCHEDULE.

THIS railway commences at the terminus of the branch line from
Lidcombe to Regent's Park at 12 miles 27 chains 90·15 links from
Sydney, and crosses the Sydney water supply pipe line, Park, Clapham,
5 and King streets, and takes an almost due west direction on the
southern side of the latter street and on the northern side of Welling-
ton-road, crosses Campbell Hill road, Miller and Fripp streets, also
Woodville-road, formerly called Dog Trap road, where the line bends
south-westerly and crosses Carrington-road, Prospect Creek, Prospect-
10 road, Lansdowne and Canley streets, and junctions with the Great
Southern railway at 17 miles 35 chains 73·27 links from Sydney, and
about a quarter of a mile on the Sydney side of the Cabramatta
station, being a total distance of 5 miles 7 chains 83·12 links, and
subject to such deviations and modifications as may be considered
15 desirable by the Constructing Authority.

Sydney : William Applegate Gullick, Government Printer.—1919.

[4d.]

This Public Bill originated in the LEGISLATIVE ASSEMBLY,
and during the day passed through the following stages in the
LEGISLATIVE COUNCIL for its concurrence.

W. S. MOWIE

CLERK OF THE LEGISLATIVE ASSEMBLY.

Session 30 November 1919

of the
Legislative Assembly

WHEREAS in accordance with the provisions of Section
the Public Works Act 1912, the Legislative
Assembly has by resolution determined that it is expedient
to carry out a certain work, namely, the construction
of a line of railway from the point of the Government
And whereas on the passing of the said resolution
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