

New South Wales.



ANNO SEPTIMO DECIMO

GEORGI V REGIS.

Act No. 26, 1927.

An Act to sanction the construction of a line of railway from St. Leonards to Eastwood; and for purposes connected therewith. [Assented to, 7th March, 1927.]

BE it 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:—

1. This Act may be cited as the "St. Leonards to Eastwood Railway Act, 1927." Short title.

2. The carrying out of the work described in the Schedule to this Act is hereby sanctioned. Work sanctioned.

3.

St. Leonards to Eastwood Railway.

The plan.

3. The plan of the said work is the plan marked "N.S.W. Railways, St. Leonards to Eastwood, Schedule Plan," 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 Railway Commissioners.

Cost.

4. The cost of carrying out the said work (exclusive of land resumptions) is estimated at six hundred and ninety-three thousand nine hundred and eighteen pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum.

Work may be constructed on road.

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

SCHEDULE.

THE proposed electric railway commences at a point on the Milson's Point to Hornsby line at 3 miles 30 chains from Milson's Point, and about 40 chains north of St. Leonards Station; the route proceeds in a westerly direction to Parklands-avenue, thence it bears south-westerly to the head of Burns Bay, and takes a generally north-westerly direction and crosses Lane Cove River immediately north of its confluence on its western side with Buffalo Creek; ascends Kitty's Creek, at the head of which a westerly bearing takes it past the northern side of North Ryde Public School and School of Arts, across the Great North road and to the terminus at 11 miles 56 chains from Milson's Point at a point about 20 chains north of the Eastwood Station on the existing Sydney to Hornsby line, being a total distance of 9 miles 6 chains, including the branch line to the Northern Suburbs Cemetery, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

St. Leonards to Eastwood Railway.

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By Authority :

ALFRED JAMES KENT, Government Printer, Sydney, 1927.

1911-1912

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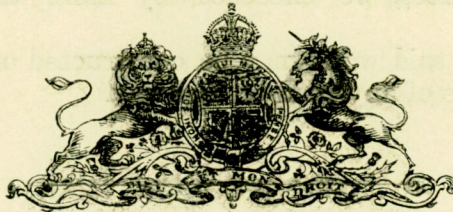
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I certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.

S. G. BOYDELL,
Acting Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 1 March, 1927.

New South Wales.



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1. This Act may be cited as the "St. Leonards to Short title. Eastwood Railway Act, 1927."

2. The carrying out of the work described in the ^{Work} Schedule to this Act is hereby sanctioned. _{sanctioned.}

3.

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

R. GREIG,
Chairman of Committees of the Legislative Assembly.

St. Leonards to Eastwood Railway.

- The plan. **3.** The plan of the said work is the plan marked "N.S.W. Railways, St. Leonards to Eastwood, Schedule Plan," 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 Railway Commissioners.
- Cost. **4.** The cost of carrying out the said work (exclusive of land resumptions) is estimated at six hundred and ninety-three thousand nine hundred and eighteen pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum.
- Work may be constructed on road. **5.** The said work may be constructed on or along or by the side of any road or highway.

SCHEDULE.

The proposed electric railway commences at a point on the Milson's Point to Hornsby line at 3 miles 30 chains from Milson's Point, and about 40 chains north of St. Leonards Station; the route proceeds in a westerly direction to Parklands-avenue, thence it bears south-westerly to the head of Burns Bay, and takes a generally north-westerly direction and crosses Lane Cove River immediately north of its confluence on its western side with Buffalo Creek; ascends Kitty's Creek, at the head of which a westerly bearing takes it past the northern side of North Ryde Public School and School of Arts, across the Great North road and to the terminus at 11 miles 56 chains from Milson's Point at a point about 20 chains north of the Eastwood Station on the existing Sydney to Hornsby line, being a total distance of 9 miles 6 chains, including the branch line to the Northern Suburbs Cemetery, 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.

D. R. S. DE CHAIR,
Governor.

*Government House,
Sydney, 7th March, 1927.*

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.

S. G. BOYDELL,
For Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 24 February, 1927.

New South Wales.



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in the public office of the said Railway Commissioners.

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