

New South Wales.



ANNO VICESIMO PRIMO

GEORGII V REGIS.

Act No. 33, 1930.

An Act to validate the construction of certain lines of railway ; the widening of the Main Suburban line, Sydney to Homebush, and the taking, acquisition, or purchase of land in connection therewith ; to vest the said lines of railway and such lands in the Railway Commissioners for New South Wales ; to validate the closing and removal of a certain overbridge at Hornsby, and the closing to vehicular traffic of an overbridge at Pennant Hills ; to amend the Public Works Act, 1912, and the Government Railways Acts, 1912-1930 ; and for purposes connected therewith. [Assented to, 23rd June, 1930.]

Railways (Construction Validation).

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 :—

Short title. **1.** This Act may be cited as the "Railways (Construction Validation) Act, 1930."

Validation of construction, &c. **2.** (1) The lines of railway described in the Schedule to this Act and which have already been constructed are hereby declared to be and shall be deemed always to have been authorised works within the meaning of the Public Works Act, 1912.

(2) Land purporting to have been taken, acquired, or purchased under the provisions of the Public Works Act, 1912, or otherwise for the purposes of any of the said lines of railway shall be deemed to have been lawfully taken, acquired, or purchased under the provisions of the said Act for the purposes of such authorised works, and to be duly vested in the Railway Commissioners for New South Wales.

(3) The said lines of railway shall, as from the dates upon which they respectively were opened for traffic, be deemed to have been duly transferred within the meaning of section eleven of the Government Railways Act, 1912-1930, to the said Commissioners.

Validation of closing of an overbridge at Hornsby. **3.** The closing and removal of the overbridge upon which the Peat's Ferry road crosses the railway at Hornsby is hereby authorised and validated.

Validation of the closing of an overbridge at Pennant Hills to vehicular traffic. **4.** The closing to vehicular traffic of an overbridge crossing the railway at the southern end of Pennant Hills railway station is hereby authorised and validated.

Fencing. **5.** Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the line of railway from Uranquinty mentioned in the Schedule for the accommodation of any person, or for any purpose whatsoever; but the
said

Railways (Construction Validation).

said Authority may, in its discretion, make and maintain such fences in connection with the said line of railway as it may think fit.

SCHEDULE.

Regent's Park to Enfield Marshalling Yards Railway.

THIS railway commences by a junction with the Regent's Park to Cabramatta line between Woods and Gascoign roads, and proceeds in a generally easterly direction across Gascoign, Hills, Park, and Dilbong roads, crosses the Sydney Water Supply Pipe Line at Yukka-road and passes about 15 chains to the north of Potts Hill Reservoir, crosses Notting Hill road, and, after passing through the Rookwood Asylum grounds, continues easterly through railway property, and terminates by a junction with the Enfield Marshalling Yards line, being a total distance of 3 miles 20 chains.

Westmead to Woollen Mills Railway.

This branch leaves the Main Western line at 15 miles 57 chains from Sydney, a short distance beyond Westmead railway station, in the parish of St. John, county of Cumberland; it then bears north-westerly through portion 92, then curves northerly through portion 91 and easterly through portions 90 and 89, crosses a road 100 links wide at the junction with Old Windsor road, still bearing easterly and north-easterly through the grounds of the Hospital for the Insane, crossing Toongabbie Creek; thence through portion 8, crossing a road 100 links wide; thence through portions 7, 6, and 5, crossing a road 100 links wide; thence through portions 4 and 3, then curves northerly, crossing Brien's-road to junction with the tramway line along the Windsor-road from Parramatta to Castle Hill at mileage 17 miles 54 chains from Sydney, being a total distance of 1 mile 77 chains.

Woollen Mills to Castle Hill Railway.

This line continues along the Windsor-road from the junction of the railway line Westmead to Woollen Mills, at 17 miles 54 chains from Sydney, in the parish of Field of Mars, county of Cumberland, bearing in a general north and north-easterly direction to Baulkham Hills. At 19 miles 66 chains it deviates northerly through lots 8, 7, 6, 5, 4, 3, 2, and 1 of section 1, D.P. 2,489, crosses Railway-street, thence through lots 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, and 18 of section 2, D.P. 2,489, to 20 miles 11 chains, thence along the Main Northern road, bearing in a general north-easterly direction to and thence in the parish of Castle Hill, county of Cumberland, to Castle Hill terminus, at 22 miles 35 chains from Sydney, being a total distance of 4 miles 61 chains.

Castle

Railways (Construction Validation).

Castle Hill to Logan's Hill Railway.

This railway commences at the Woollen Mills to Castle Hill Railway terminus at 22 miles 35 chains from Sydney, in the parish of Castle Hill, county of Cumberland, then bears easterly through lots 59, 58, and 57 of D.P. 10,635, and lots 56, 34, 55, 54, and 53 of D.P. 10,761, then curves south-easterly through lots 52, 51, 50, 49, 35, 36, 37, 48, 47, and 46 of D.P. 10,761, then curves easterly through lots 45, 44, 43, 42, 41, 40, 39, and 38 of D.P. 10,761, then curves northerly through portion 137, then north-easterly to and thence in the parish of South Colah, county of Cumberland, through portion 248, terminating at 23 miles 22 chains from Sydney, being a total distance of 67 chains.

Sydney to Homebush.

The widening of the Main Suburban line and works ancillary thereto.

Uranquinty-Kywong Railway Extension.

This railway commences at the terminus of the Uranquinty towards Moon's Siding railway (now under construction) at 361 miles 41 chains from Sydney, and proceeds thence in a south-westerly direction along the southern side of a road 5 chains and 3 chains wide in the shire of Yanko for a distance of 1 mile 61 chains to 363 miles 22 chains where it crosses the aforesaid 3 chain road, and proceeds in a westerly direction for a distance of 1 mile 71 chains to 365 miles 13 chains; thence it curves in a north-westerly direction, crossing the road from Wagga to Narrandera in the aforesaid shire; thence it follows the western side of that road for a distance of 1 mile 21 chains, at which point it terminates at 366 miles 41 chains from Sydney, being a total length of 5 miles from the terminus of the Uranquinty towards Moon's Siding railway; and shown on the plan marked "New South Wales Railways—Schedule Plan, Uranquinty-Kywong Railway Extension," signed by the Railway Commissioners for New South Wales, and countersigned by the Chief Engineer for Railway and Tramway Construction, endorsed L. 1,685, and deposited in the public office of the said Commissioners; subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority:

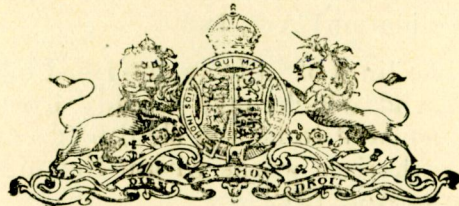
ALFRED JAMES KENT, I.S.O., Government Printer, Sydney, 1930.

[3d.]

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,
Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 19 June, 1930.

New South Wales.



ANNO VICESIMO PRIMO

GEORGI V REGIS.

Act No. 33, 1930.

An Act to validate the construction of certain lines of railway; the widening of the Main Suburban line, Sydney to Homebush, and the taking, acquisition, or purchase of land in connection therewith; to vest the said lines of railway and such lands in the Railway Commissioners for New South Wales; to validate the closing and removal of a certain overbridge at Hornsby, and the closing to vehicular traffic of an overbridge at Pennant Hills; to amend the Public Works Act, 1912, and the Government Railways Acts, 1912-1930; and for purposes connected therewith. [Assented to, 23rd June, 1930.]

BE

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

R. B. WALKER,
Chairman of Committees of the Legislative Assembly.

Railways (Construction Validation).

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:—

Short title. **1.** This Act may be cited as the "Railways (Construction Validation) Act, 1930."

Validation of construction, &c. **2.** (1) The lines of railway described in the Schedule to this Act and which have already been constructed are hereby declared to be and shall be deemed always to have been authorised works within the meaning of the Public Works Act, 1912.

(2) Land purporting to have been taken, acquired, or purchased under the provisions of the Public Works Act, 1912, or otherwise for the purposes of any of the said lines of railway shall be deemed to have been lawfully taken, acquired, or purchased under the provisions of the said Act for the purposes of such authorised works, and to be duly vested in the Railway Commissioners for New South Wales.

(3) The said lines of railway shall, as from the dates upon which they respectively were opened for traffic, be deemed to have been duly transferred within the meaning of section eleven of the Government Railways Act, 1912-1930, to the said Commissioners.

Validation of closing of an overbridge at Hornsby. **3.** The closing and removal of the overbridge upon which the Peat's Ferry road crosses the railway at Hornsby is hereby authorised and validated.

Validation of the closing of an overbridge at Pennant Hills to vehicular traffic. **4.** The closing to vehicular traffic of an overbridge crossing the railway at the southern end of Pennant Hills railway station is hereby authorised and validated.

Fencing. **5.** Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the line of railway from Uranquinty mentioned in the Schedule for the accommodation of any person, or for any purpose whatsoever; but the said

Railways (Construction Validation).

said Authority may, in its discretion, make and maintain such fences in connection with the said line of railway as it may think fit.

SCHEDULE.

Regent's Park to Enfield Marshalling Yards Railway.

THIS railway commences by a junction with the Regent's Park to Cabramatta line between Woods and Gascoign roads, and proceeds in a generally easterly direction across Gascoign, Hills, Park, and Dilbong roads, crosses the Sydney Water Supply Pipe Line at Yukka-road and passes about 15 chains to the north of Potts Hill Reservoir, crosses Notting Hill road, and, after passing through the Rookwood Asylum grounds, continues easterly through railway property, and terminates by a junction with the Enfield Marshalling Yards line, being a total distance of 3 miles 20 chains.

Westmead to Woollen Mills Railway.

This branch leaves the Main Western line at 15 miles 57 chains from Sydney, a short distance beyond Westmead railway station, in the parish of St. John, county of Cumberland; it then bears north-westerly through portion 92, then curves northerly through portion 91 and easterly through portions 90 and 89, crosses a road 100 links wide at the junction with Old Windsor road, still bearing easterly and north-easterly through the grounds of the Hospital for the Insane, crossing Toongabbie Creek; thence through portion 8, crossing a road 100 links wide; thence through portions 7, 6, and 5, crossing a road 100 links wide; thence through portions 4 and 3, then curves northerly, crossing Brien's-road to junction with the tramway line along the Windsor-road from Parramatta to Castle Hill at mileage 17 miles 54 chains from Sydney, being a total distance of 1 mile 77 chains.

Woollen Mills to Castle Hill Railway.

This line continues along the Windsor-road from the junction of the railway line Westmead to Woollen Mills, at 17 miles 54 chains from Sydney, in the parish of Field of Mars, county of Cumberland, bearing in a general north and north-easterly direction to Baulkham Hills. At 19 miles 66 chains it deviates northerly through lots 8, 7, 6, 5, 4, 3, 2, and 1 of section 1, D.P. 2,489, crosses Railway-street, thence through lots 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, and 18 of section 2, D.P. 2,489, to 20 miles 11 chains, thence along the Main Northern road, bearing in a general north-easterly direction to and thence in the parish of Castle Hill, county of Cumberland, to Castle Hill terminus, at 22 miles 35 chains from Sydney, being a total distance of 4 miles 61 chains.

Castle

Railways (Construction Validation).

Castle Hill to Rogan's Hill Railway.

This railway commences at the Woollen Mills to Castle Hill Railway terminus at 22 miles 35 chains from Sydney, in the parish of Castle Hill, county of Cumberland, then bears easterly through lots 59, 58, and 57 of D.P. 10,635, and lots 56, 34, 55, 54, and 53 of D.P. 10,761, then curves south-easterly through lots 52, 51, 50, 49, 35, 36, 37, 48, 47, and 46 of D.P. 10,761, then curves easterly through lots 45, 44, 43, 42, 41, 40, 39, and 38 of D.P. 10,761, then curves northerly through portion 137, then north-easterly to and thence in the parish of South Colah, county of Cumberland, through portion 248, terminating at 23 miles 22 chains from Sydney, being a total distance of 67 chains.

Sydney to Homebush.

The widening of the Main Suburban line and works ancillary thereto.

Uranquinty-Kywong Railway Extension.

This railway commences at the terminus of the Uranquinty towards Moon's Siding railway (now under construction) at 361 miles 41 chains from Sydney, and proceeds thence in a south-westerly direction along the southern side of a road 5 chains and 3 chains wide in the shire of Yanko for a distance of 1 mile 61 chains to 363 miles 22 chains where it crosses the aforesaid 3 chain road, and proceeds in a westerly direction for a distance of 1 mile 71 chains to 365 miles 13 chains; thence it curves in a north-westerly direction, crossing the road from Wagga to Narrandera in the aforesaid shire; thence it follows the western side of that road for a distance of 1 mile 21 chains, at which point it terminates at 366 miles 41 chains from Sydney, being a total length of 5 miles from the terminus of the Uranquinty towards Moon's Siding railway; and shown on the plan marked "New South Wales Railways—Schedule Plan, Uranquinty-Kywong Railway Extension," signed by the Railway Commissioners for New South Wales, and countersigned by the Chief Engineer for Railway and Tramway Construction, endorsed L. 1,685, and deposited in the public office of the said Commissioners; 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.*

PHILIP GAME,
Governor.

*Government House,
Sydney, 23rd June, 1930.*

1930.

Legislative Council.

Railways (Construction Validation) Bill, 1930.

EXPLANATORY NOTE.

THIS Bill is designed to—

(1) Validate the construction of certain railway works, namely, the lines from Regent's Park to the Enfield Marshalling Yards from Westmead to Rogan's Hill, the widening of the Main Suburban line, Sydney to Homebush, and the construction of the Uranquinty-Kywong Railway Extension.

(2) Validate the acquisition of land for such works.

(3) Validate the closing and removal of the overbridge over which the Peat's Ferry road crosses the railway. A new overbridge is to be substituted to the north of the closed bridge by the Main Roads Board in connection with the Great Northern Highway.

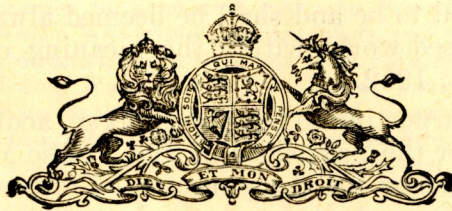
(4) Validate the closing to vehicular traffic of an overbridge at the southern end of Pennant Hills Railway Station. The bridge is of narrow width and at a bad angle to the roadway and has been replaced by a wider bridge nearer Sydney for vehicular traffic but is retained for foot traffic.

(5) Provide as to the Uranquinty-Kywong Railway Extension the usual exemption from the provisions of the Public Works Act, 1912, as to fencing.

*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,
Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 6 June, 1930, A.M.

New South Wales.



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Act No. , 1930.

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Railways (Construction Validation).

BE it enacted by the King's Most Excellent Majesty,
by and with the advice and consent of the Legis-
lative Council and Legislative Assembly of New South
Wales in Parliament assembled, and by the authority of
5 the same, as follows :—

1. This Act may be cited as the "Railways (Con- Short title.
struction Validation) Act, 1930."

2. (1) The lines of railway described in the Schedule Validation of
to this Act and which have already been constructed construction,
10 are hereby declared to be and shall be deemed always to &c.
have been authorised works within the meaning of the
Public Works Act, 1912.

(2) Land purporting to have been taken, acquired,
or purchased under the provisions of the Public Works
15 Act, 1912, or otherwise for the purposes of any of the
said lines of railway shall be deemed to have been
lawfully taken, acquired, or purchased under the provi-
sions of the said Act for the purposes of such authorised
works, and to be duly vested in the Railway Commis-
20 sioners for New South Wales.

(3) The said lines of railway shall, as from the
dates upon which they respectively were opened for
traffic, be deemed to have been duly transferred within
the meaning of section eleven of the Government
25 Railways Act, 1912-1930, to the said Commissioners.

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which the Peat's Ferry road crosses the railway at closing of an
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Hornsby.

4. The closing to vehicular traffic of an overbridge Validation of
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5. Notwithstanding the provisions of section ninety- Fencing.
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Authority shall not be compelled, nor shall it be the
35 duty of the said Authority to make or maintain any
fence along the line of railway from Uranquinty
mentioned in the Schedule for the accommodation of
any person, or for any purpose whatsoever; but the
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Railways (Construction Valuation).

said Authority may, in its discretion, make and maintain such fences in connection with the said line of railway as it may think fit.

SCHEDULE.

5 *Regent's Park to Enfield Marshalling Yards Railway.*

THIS railway commences by a junction with the Regent's Park to Cabramatta line between Woods and Gascoign roads, and proceeds in a generally easterly direction across Gascoign, Hills, Park, and Dilbong roads, crosses the Sydney Water Supply Pipe Line at Yukka-road and passes about 15 chains to the north of Potts Hill Reservoir, crosses 10 Notting Hill road, and, after passing through the Rookwood Asylum grounds, continues easterly through railway property, and terminates by a junction with the Enfield Marshalling Yards line, being a total distance of 3 miles 20 chains.

15 *Westmead to Woollen Mills Railway.*

This branch leaves the Main Western line at 15 miles 57 chains from Sydney, a short distance beyond Westmead railway station, in the parish of St. John, county of Cumberland; it then bears north-westerly through portion 92, then curves northerly through portion 91 and 20 easterly through portions 90 and 89, crosses a road 100 links wide at the junction with Old Windsor road, still bearing easterly and north-easterly through the grounds of the Hospital for the Insane, crossing Toongabbie Creek; thence through portion 8, crossing a road 100 links wide; thence through portions 7, 6, and 5, crossing a road 100 links wide; 25 thence through portions 4 and 3, then curves northerly, crossing Brien's-road to junction with the tramway line along the Windsor-road from Parramatta to Castle Hill at mileage 17 miles 54 chains from Sydney, being a total distance of 1 mile 77 chains.

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30 Wales, and countersigned by the Chief Engineer for Railway and Tramway Construction, endorsed L. 1,685, and deposited in the public office of the said Commissioners; subject to such deviations and modifications as may be considered desirable by the Constructing Authority.