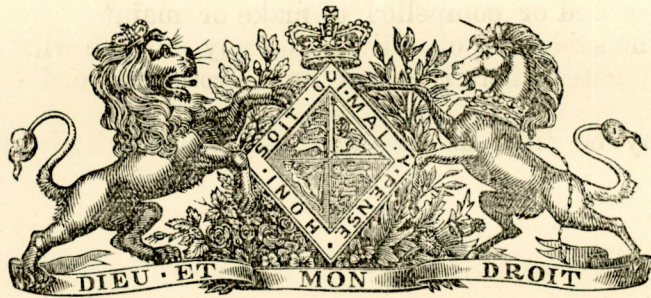


*This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.*

*Legislative Assembly Chamber,  
Sydney, 25 September, 1895.* }

F. W. WEBB,  
*Clerk of the Legislative Assembly.*

## New South Wales.



ANNO QUINQUAGESIMO NONO

# VICTORIÆ REGINÆ.

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No. .

An Act to authorise the construction and use of lines of railway to Darling Island, along and across certain roads and highways, and for purposes incidental thereto.

**W**HEREAS it is proposed to extend the railway by the construction Preamble.  
of lines of railway to Darling Island: And whereas doubts have arisen whether the said lines of railway can lawfully be constructed and used along and across certain roads and highways without legislative authority in that behalf: Be it therefore enacted by the Queen'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. Notwithstanding the provisions of any Act and notwithstanding any reservation or dedication of the reserved road described in the Schedule to this Act, the said lines of railway may be constructed in and along the said reserved road; and it shall be lawful for the Railway Commissioners of New South Wales to use for all purposes of railway traffic such of the said lines as may be constructed in or along the said road. Railway may be constructed and used along reserved road.

*Darling Island Railway.*

2. It shall be lawful for the Secretary for Public Works, or any person authorised by him, to construct the said lines of railway across or along any roads or highways vested in the Municipal Council of the City of Sydney, and for the Railway Commissioners of New South Wales to use the lines of railway so constructed for all purposes of railway traffic. And in neither case shall any compensation be payable to the said Council by reason of the construction or use of the said lines of railway across or along the said roads or highways.

Railway may cross streets vested in Sydney Municipal Council.

3. Notwithstanding the provisions of the Public Works Act of 1888, the Constructing Authority as defined in the said Act, empowered to construct the said lines of railway—

Substituted road need not be made or maintained.

(a) shall not be required or compelled to cause to be made or maintained or put into a permanently substantial condition any road in substitution for or instead of the said reserved road;

(b) shall not be liable to pay any damages or costs by reason of its failure to cause another road to be made as aforesaid;

(c) shall not be required or compelled to make or maintain any fence along the said lines of railway for any purpose whatsoever, or any gates where the said lines cross any road or highway.

4. This Act may be cited as the “Darling Island Railway Act, 1895.”

Short title.

## SCHEDULE.

25 All that piece or parcel of land situated at Pymont, near Darling Harbour, in the parish of Saint Andrew, county of Cumberland, and Colony of New South Wales: Commencing at a point on the western building line of Murray-street, 620·9 links northerly from the north-western corner of Union and Murray streets; and bounded thence by a line bearing north 87 degrees 58 minutes west 410·2 links to the eastern boundary of W. Alison's reclamation; thence by a line bearing north 87 degrees 58 minutes west 291 links to the eastern building line of Edward-street; thence by that building line bearing north 38 minutes east 100 links; thence by a line bearing south 87 degrees 58 minutes east 290 links to the eastern boundary of the aforesaid reclamation; thence by a line bearing south 87 degrees 58 minutes east 411·5 links to the western building line of Murray-street; and thence by that building line bearing south 13 minutes west 100·1 links to the point of commencement,—be the above bearings and distances a little more or less,—the said land being a road 100 links wide reserved by the Government through Crown land and through the reclamation purchased by W. Alison. Also

30 all that piece or parcel of land situated at Pymont, near Darling Harbour, in the parish of Saint Andrew, county of Cumberland, and Colony of New South Wales: Commencing at a point bearing north 87 degrees 58 minutes west and distant 100 links from the south-western corner of the above-described land; and bounded thence by a line bearing north 87 degrees 58 minutes west 77 links; thence by a line bearing north 40 degrees 45 minutes west 87 links to the north-western boundary of W. Alison's reclamation; thence

45 by a line bearing north 40 degrees 53 minutes west 539 links; thence by a line bearing north 2 degrees 2 minutes east 591·1 links to the south-eastern building line of John-street; thence by that building line bearing north 54 degrees 36 minutes east 126 links; thence by a line bearing south 2 degrees 2 minutes west 628·3 links; thence by a line bearing south 40 degrees 53 minutes east 509·5 links to the north-western boundary of

50 W. Alison's reclamation; thence by a line bearing south 31 degrees 15 minutes east 34 links; thence by a line bearing south 87 degrees 58 minutes east 34 links to the north-western boundary of Edward-street; and thence by that boundary bearing south 38 minutes west 100 links to the point of commencement,—be the above bearings and distances a little more or less,—the said land being a road 100 links wide reserved by the Government

55 through Crown land and through the reclamation purchased by W. Alison, William Webb, and the trustees of Sir William Macarthur's estate.