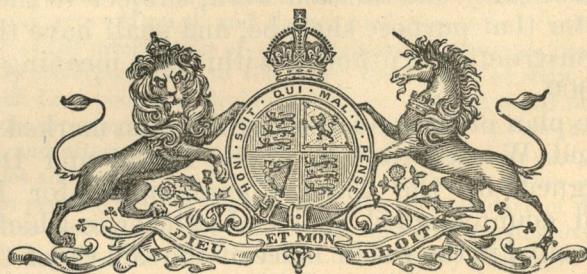


New South Wales.



ANNO PRIMO

GEORGII V REGIS.

Act No. 17, 1910.

An Act to sanction the construction of a line of Goods Railway from Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island; to authorise the construction of the said line on public roads; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [Assented to, 27th August, 1910.]

WHEREAS in accordance with the provisions of the Public Preamble.
Works Act, 1900, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a line of Goods Railway from Flemington to Belmore and Wardell-road to Glebe Island and Darling Island: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of the said work:
Be

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

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 "Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways Act, 1910."

Work sanctioned.

2. The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Chief Commissioner for Railways and Tramways is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be, and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

3. The plan of the said work is the plan marked "Flemington to Belmore and Wardell-road to Glebe Island and Darling Island Railways," signed by the Chief Commissioner for Railways and Tramways and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the said Chief Commissioner.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at eight hundred and thirteen thousand pounds, shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, 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 public road or highway.

Constructing Authority may use line.

6. The Constructing Authority and any persons authorised by him may use the said line or any part thereof, and for that purpose may run thereon any carriages or wagons propelled or drawn by any motive power.

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

SCHEDULES.

SCHEDULE ONE.

Flemington to Campsie.

THIS railway commences at a point on the Main Western railway at 9 miles 37 chains in a generally southerly direction. The proposed railway on reaching Arthur-street is then joined by a fork from the Main Western line. From this point it takes a south-easterly direction, crossing the southern end of the Flemington Rifle Range, and thence sweeping round across Mitchell and Barker roads towards the south south-east, it crosses Cook's River at the intersection of the watercourses through the slaughter yards, and thence across Liverpool-road to the west, and about a chain and a half from the intersection of Liverpool and Braidwood roads. The proposed railway continues in the same direction, crossing the Braidwood-road and thence across the southern extremity of Gould-street, and after spanning a watercourse it crosses diagonally Park-road, and thence at right angles across Cleveland-street to the north-east corner of Enfield Park. From this point the proposed railway skirts the eastern boundary of Enfield Park, spanning the watercourse leading from the Park Dam, and after passing over a second watercourse south of the previous one mentioned, it bears away from the park boundary to the south-east, crossing the intersection of Reginald-street and Punchbowl-road, through the piggery, and thence across the Braidwood-road due north of the public school. Still bearing south-easterly it strikes Cecilia-street diagonally at the culvert over watercourse, and from there to the south-western corner of the intersection of Albert and Baltimore streets, and after passing across the southern end of Baltimore-street the proposed railway is met by a proposed loop junctioning with the Belmore railway towards Belmore. From the point of juncture with the proposed loop, the proposed railway sweeps round towards Campsie railway station touching the dead end of Loftus-street and junctioning with the Belmore railway on the Belmore end of Campsie railway station at 7 miles 50 chains.

Total mileage of proposed railway—4 miles 28 chains.

SCHEDULE TWO.

Wardell-road to Darling Island.

THIS railway commences at a point on the Belmore railway at 5 miles 13 chains in a generally northerly direction. The proposed railway, after spanning that portion of Terrace-road which traverses the Chief Commissioner's property, bears away due north, and is joined by a loop, from the Belmore railway, branching from that railway at the existing site of Wardell-road station, provision having been made for a new island platform for Wardell-road station on the Sydney side of Wardell-road overbridge. This proposed loop on leaving the Chief Commissioner's property crosses Bedford Crescent, and thence across the corner block bounded by Bedford Crescent and Macarthur-street, across Macarthur-street, and thence due north, touching the dead end of Keith-street, to its junction with the proposed railway.

From this junction the proposed railway sweeps round in a north-westerly direction, crossing Hercules-street to the south of its bend between Consett and Kintore streets; thence across the New Canterbury road to the west of its intersection with Denison-street. The proposed railway passes through the brick-yards, and then bearing north-north-west, it touches the elbow in Denison-street; thence spanning the brick-yard waterhole, it passes across the eastern corner formed by the intersection of Constitution and Clement streets. From this point it sweeps round towards the north, passing across
the

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

the lane connecting Fears-avenue with Clement-street, then, continuing its sweep, crosses Terry-street; thence spanning the watercourse leading into the stormwater channel, the proposed railway bears due north-east and crosses Davis-street midway between the stormwater channel and its intersection with Western-street. On leaving this street it spans the stormwater channel, and passes across the dead end of Nelson-street; thence continuing parallel with the stormwater channel, it crosses the dead end of Little-street. From this point the proposed railway bears round to the north again, following and running parallel to the sweep of the channel, it crosses the dead end of Short-street; thence due north across the overbridge at the junction of Eltham and Fred streets it passes to the western side of the stormwater channel, and crosses the Old Canterbury road between its intersection with Edward-street and the bridge spanning the stormwater channel.

The proposed railway then bears round towards the north-north-east, and again spanning the stormwater channel between the two bends opposite Toothill-street, it passes to the channel's eastern bank, and crosses the dead end of Hudson-street. Continuing due north-north-east, it meets the railway terrace near the bridge over the stormwater channel, and thence sweeping due north, passes under the eastern span of the Lewisham underbridge, Main Suburban line.

The proposed railway then skirts the southern end of the sewer aqueduct, and continuing parallel to the stormwater channel, crosses the dead ends of Barker, John, and Cook streets; thence across the Parramatta-road at eastern end of bridge. Continuing parallel on the eastern bank of the stormwater channel, it crosses the dead ends of Hathern and Beeston streets; thence bearing northly, the proposed railway strikes the corner formed by the junction of Kegworth-street and Lords-road. Still parallel to stormwater channel, it crosses the Abbotsford tramline at right angles at the eastern end of the Marion-street bridge.

After crossing the tramline, the proposed railway traverses the Canal-road as far as the intersection of Canal road and Walter street, where it bears away north-north-east, parallel to the Long Cove Creek, crossing Allan-street between its intersections with Canal and Darley roads, traversing Darley-road to its intersection with Walter-street. The proposed railway then crosses Flat-street at the elbow between Darley-road and Falls-street; and thence sweeping round across the intersection of Park-road and Falls-street, it bears east-north-east across the end of the Helsarmel-road Stormwater Canal; and thence across Hubert-street between its intersections with Wragge-street and Park-road.

Skirting Wragge-street, the proposed railway crosses Francis-street, and then bearing due east across James-street, it meets the Leichhardt tramline in Norton-street midway between its intersections with Wragge-street and Albert-lane. Continuing easterly, the proposed railway, after crossing Henry-street, skirts the northern boundary of Albert-lane to the Derbyshire-road; and thence parallel to Anstenham-road it intersects the junction of Balmain-road and Brennan-street.

The proposed railway then bears in an east-north-easterly direction, and to the north of Brennan-street, passing over the Water and Sewerage Board's main sewer, and thence across Halloran-street, about a chain and a half north of its junction with the Abattoir-road; then continuing parallel to Brennan-street it intersects the junction of Justin-street and the Abattoir-road. From this point it bears north-easterly, crossing the stormwater channel on the southern side of the culvert in the Abattoir-road; and following the trend of the Abattoir road it crosses White-street midway between the stormwater channel and the junction of White-street and the Abattoir-road. From this point the proposed railway takes an east-north-easterly direction, skirting the Abattoir-road and parallel to the main stormwater channel; thence across the stormwater culvert in Gordon-street, passing over the dock in the Federal timber-yard; thence through the glassworks, through the meat canning factory, through Swan Brothers' timber yard on water frontage to the intersection of the Abattoir-road and the approach to Glebe Island Bridge.

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

In the vicinity of the glassworks, it is proposed to construct a branch line from the proposed railway on the northern side bearing north-easterly to a proposed wharf to be constructed on the north-eastern corner of Glebe Island. This proposed branch line will cross the Abattoir-road at its junction with Mullens-street, and then bear to the southern corner of Miller's timber-yard; and thence along water frontage to proposed wharf.

The proposed main railway after crossing the Abattoir-road sweeps round to the western end of Glebe Island Bridge, where it is proposed to construct a new bridge on the northern side and parallel to the existing bridge (50 feet from the centre of the existing bridge), to carry the proposed railway across Johnstone Bay to Darling Island. On leaving this bridge it passes over Bank-street, and then sweeping round in a north-easterly direction across Hill-street, near its junction with John-street, it traverses John-street as far as Jones-street, then diverges from John-street through the block bounded by John and Harvey streets. It then crosses Harris-street at its junction with Church-street; and thence partly traversing Church-street it sweeps across the northern end of Pymont-street, also touching the southern end of Point-street. The proposed railway then bends in an easterly direction, crossing John-street between its intersection with Pymont and Mill streets; and thence entering the Chief Commissioner's property opposite the Darling Island footbridge, and junction with the main line to Darling Island opposite the southern end of the Darling Island grain-shed.

Total mileage, 5 miles 43 chains.

By Authority : WILLIAM APPELEGATE GULLICK, Government Printer, Sydney, 1910.

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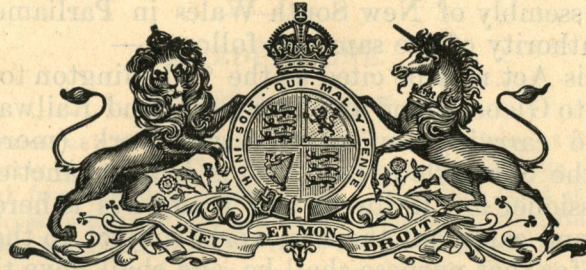
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I Certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.

*Legislative Assembly Chamber,
Sydney, 18 August, 1910.* }

*RICHD. A. ARNOLD,
Clerk of the Legislative Assembly.*

New South Wales.



ANNO PRIMO

GEORGI V REGIS.

Act No. 17, 1910.

An Act to sanction the construction of a line of Goods Railway from Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island; to authorise the construction of the said line on public roads; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [Assented to, 27th August, 1910.]

WHEREAS in accordance with the provisions of the Public Works Act, 1900, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a line of Goods Railway from Flemington to Belmore and Wardell-road to Glebe Island and Darling Island: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of the said work: Preamble.

Be

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

JOHN J. COHEN,
Chairman of Committees of the Legislative Assembly.

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

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 "Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways Act, 1910."

Work sanctioned.

2. The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Chief Commissioner for Railways and Tramways is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be, and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

3. The plan of the said work is the plan marked "Flemington to Belmore and Wardell-road to Glebe Island and Darling Island Railways," signed by the Chief Commissioner for Railways and Tramways and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the said Chief Commissioner.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at eight hundred and thirteen thousand pounds, shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, 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 public road or highway.

Constructing Authority may use line.

6. The Constructing Authority and any persons authorised by him may use the said line or any part thereof, and for that purpose may run thereon any carriages or wagons propelled or drawn by any motive power.

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

SCHEDULES.

SCHEDULE ONE.

Flemington to Campsie.

THIS railway commences at a point on the Main Western railway at 9 miles 37 chains in a generally southerly direction. The proposed railway on reaching Arthur-street is then joined by a fork from the Main Western line. From this point it takes a south-easterly direction, crossing the southern end of the Flemington Rifle Range, and thence sweeping round across Mitchell and Barker roads towards the south south-east, it crosses Cook's River at the intersection of the watercourses through the slaughter yards, and thence across Liverpool-road to the west, and about a chain and a half from the intersection of Liverpool and Braidwood roads. The proposed railway continues in the same direction, crossing the Braidwood-road and thence across the southern extremity of Gould-street, and after spanning a watercourse it crosses diagonally Park-road, and thence at right angles across Cleveland-street to the north-east corner of Enfield Park. From this point the proposed railway skirts the eastern boundary of Enfield Park, spanning the watercourse leading from the Park Dam, and after passing over a second watercourse south of the previous one mentioned, it bears away from the park boundary to the south-east, crossing the intersection of Reginald-street and Punchbowl-road, through the piggery, and thence across the Braidwood-road due north of the public school. Still bearing south-easterly it strikes Cecilia-street diagonally at the culvert over watercourse, and from there to the south-western corner of the intersection of Albert and Baltimore streets, and after passing across the southern end of Baltimore-street the proposed railway is met by a proposed loop junctioning with the Belmore railway towards Belmore. From the point of juncture with the proposed loop, the proposed railway sweeps round towards Campsie railway station touching the dead end of Loftus-street and junctioning with the Belmore railway on the Belmore end of Campsie railway station at 7 miles 50 chains.

Total mileage of proposed railway—4 miles 28 chains.

SCHEDULE TWO.

Wardell-road to Darling Island.

This railway commences at a point on the Belmore railway at 5 miles 13 chains in a generally northerly direction. The proposed railway, after spanning that portion of Terrace-road which traverses the Chief Commissioner's property, bears away due north, and is joined by a loop, from the Belmore railway, branching from that railway at the existing site of Wardell-road station, provision having been made for a new island platform for Wardell-road station on the Sydney side of Wardell-road overbridge. This proposed loop on leaving the Chief Commissioner's property crosses Bedford Crescent, and thence across the corner block bounded by Bedford Crescent and Macarthur-street, across Macarthur-street, and thence due north, touching the dead end of Keith-street, to its junction with the proposed railway.

From this junction the proposed railway sweeps round in a north-westerly direction, crossing Hercules-street to the south of its bend between Consett and Kintore streets; thence across the New Canterbury road to the west of its intersection with Denison-street. The proposed railway passes through the brick-yards, and then bearing north-north-west, it touches the elbow in Denison-street; thence spanning the brick-yard waterhole, it passes across the eastern corner formed by the intersection of Constitution and Clement streets. From this point it sweeps round towards the north, passing across

the

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

the lane connecting Fears-avenue with Clement-street, then, continuing its sweep, crosses Terry-street; thence spanning the watercourse leading into the stormwater channel, the proposed railway bears due north-east and crosses Davis-street midway between the stormwater channel and its intersection with Western-street. On leaving this street it spans the stormwater channel, and passes across the dead end of Nelson-street; thence continuing parallel with the stormwater channel, it crosses the dead end of Little-street. From this point the proposed railway bears round to the north again, following and running parallel to the sweep of the channel, it crosses the dead end of Short-street; thence due north across the overbridge at the junction of Eltham and Fred streets it passes to the western side of the stormwater channel, and crosses the Old Canterbury road between its intersection with Edward-street and the bridge spanning the stormwater channel.

The proposed railway then bears round towards the north-north-east, and again spanning the stormwater channel between the two bends opposite Toothill-street, it passes to the channel's eastern bank, and crosses the dead end of Hudson-street. Continuing due north-north-east, it meets the railway terrace near the bridge over the stormwater channel, and thence sweeping due north, passes under the eastern span of the Lewisham underbridge, Main Suburban line.

The proposed railway then skirts the southern end of the sewer aqueduct, and continuing parallel to the stormwater channel, crosses the dead ends of Barker, John, and Cook streets; thence across the Parramatta-road at eastern end of bridge. Continuing parallel on the eastern bank of the stormwater channel, it crosses the dead ends of Hathern and Beeston streets; thence bearing northly, the proposed railway strikes the corner formed by the junction of Kegworth-street and Lords-road. Still parallel to stormwater channel, it crosses the Abbotsford tramline at right angles at the eastern end of the Marion-street bridge.

After crossing the tramline, the proposed railway traverses the Canal-road as far as the intersection of Canal-road and Walter-street, where it bears away north-north-east, parallel to the Long Cove Creek, crossing Allan-street between its intersections with Canal and Darley roads, traversing Darley-road to its intersection with Walter-street. The proposed railway then crosses Flat-street at the elbow between Darley-road and Falls-street; and thence sweeping round across the intersection of Park-road and Falls-street, it bears east-north-east across the end of the Helsarmel-road Stormwater Canal; and thence across Hubert-street between its intersections with Wragge-street and Park-road.

Skirting Wragge-street, the proposed railway crosses Francis-street, and then bearing due east across James-street, it meets the Leichhardt tramline in Norton-street midway between its intersections with Wragge-street and Albert-lane. Continuing easterly, the proposed railway, after crossing Henry-street, skirts the northern boundary of Albert-lane to the Derbyshire-road; and thence parallel to Anstenham-road it intersects the junction of Balmain-road and Brennan-street.

The proposed railway then bears in an east-north-easterly direction, and to the north of Brennan-street, passing over the Water and Sewerage Board's main sewer, and thence across Halloran-street, about a chain and a half north of its junction with the Abattoir-road; then continuing parallel to Brennan-street it intersects the junction of Justin-street and the Abattoir-road. From this point it bears north-easterly, crossing the stormwater channel on the southern side of the culvert in the Abattoir-road; and following the trend of the Abattoir road it crosses White-street midway between the stormwater channel and the junction of White-street and the Abattoir-road. From this point the proposed railway takes an east-north-easterly direction, skirting the Abattoir-road and parallel to the main stormwater channel; thence across the stormwater culvert in Gordon-street, passing over the dock in the Federal timber-yard; thence through the glassworks, through the meat canning factory, through Swan Brothers' timber yard on water frontage to the intersection of the Abattoir-road and the approach to Glebe Island Bridge.

In

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

In the vicinity of the glassworks, it is proposed to construct a branch line from the proposed railway on the northern side bearing north-easterly to a proposed wharf to be constructed on the north-eastern corner of Glebe Island. This proposed branch line will cross the Abattoir-road at its junction with Mullens-street, and then bear to the southern corner of Miller's timber-yard; and thence along water frontage to proposed wharf.

The proposed main railway after crossing the Abattoir-road sweeps round to the western end of Glebe Island Bridge, where it is proposed to construct a new bridge on the northern side and parallel to the existing bridge (50 feet from the centre of the existing bridge), to carry the proposed railway across Johnstone Bay to Darling Island. On leaving this bridge it passes over Bank-street, and then sweeping round in a north-easterly direction across Hill-street, near its junction with John-street, it traverses John-street as far as Jones-street, then diverges from John-street through the block bounded by John and Harvey streets. It then crosses Harris-street at its junction with Church-street; and thence partly traversing Church-street it sweeps across the northern end of Pymont-street, also touching the southern end of Point-street. The proposed railway then bends in an easterly direction, crossing John-street between its intersection with Pymont and Mill streets; and thence entering the Chief Commissioner's property opposite the Darling Island footbridge, and junction with the main line to Darling Island opposite the southern end of the Darling Island grain-shed.

Total mileage, 5 miles 43 chains.

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

*State Government House,
Sydney, 27th August, 1910.*

CHELMSFORD,
Governor.

PROCEEDINGS OF THE BOARD OF PUBLIC WORKS
CITY OF BOSTON
Held at the City Hall, Boston, Massachusetts
April 26, 1910

In the vicinity of the gateway it is proposed to construct a single line from the proposed railway on the northern side bearing north westerly for a proposed street to be constructed on the north eastern corner of Globe Island. This proposed street line will cross the Atlantic road at its junction with the proposed street and then bear to the southern corner of Miller's Island and thence along the proposed street to the proposed street.

The proposed street after crossing the Atlantic road will extend to the western end of Globe Island, where it is proposed to construct a new bridge on the northern side and parallel to the existing bridge (50 feet from the center of the existing bridge) to carry the proposed railway across the junction of the Atlantic road. On leaving the bridge it passes over Bank Street and then sweeping round in a north westerly direction crosses Hill Street near its junction with Johnston Street. It traverses Johnston Street for an distance of about 100 feet and then crosses through the block bounded by John and Henry Streets. It then crosses Harris Street at its junction with Church Street, and thence partly traversing Church Street it sweeps across the northern end of Lyndon Street also touching the southern end of Point Street. The proposed railway then leads in an easterly direction crossing Johnston Street between its intersection with Lyndon and Mill Streets; and thence entering the Globe Island property opposite the Harbor Island Footbridge and junction with the main line to Harbor Island opposite the southern end of the Harbor Island Grain Shed.

The proposed railway is to be constructed on the northern side of the Atlantic road and will cross the Atlantic road at its junction with the proposed street and then bear to the southern corner of Miller's Island and thence along the proposed street to the proposed street.

Resolved, That the Board do hereby recommend the above proposed street and railway to the City Council for their consideration.

W. H. CHILDS, Chairman.

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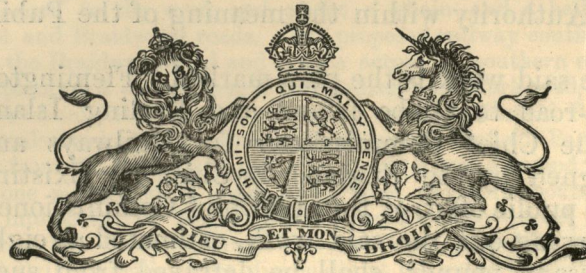
W. H. CHILDS, Chairman.

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, 18 August, 1910.*

RICHD. A. ARNOLD,
Clerk of the Legislative Assembly.

New South Wales.



ANNO PRIMO

GEORGII V REGIS.

Act No. , 1910.

An Act to sanction the construction of a line of Goods Railway from Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island; to authorise the construction of the said line on public roads; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto.

WHEREAS in accordance with the provisions of the Public Works Act, 1900, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a line of Goods Railway from Flemington to Belmore and Wardell-road to Glebe Island and Darling Island: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of the said work:

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

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:—

- 5 **1.** The Act may be cited as the "Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways Act, 1910." Short title.
- 2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Chief Commissioner for Railways and Tramways is hereby authorised
- 10 to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be, and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900. Work sanctioned.
- 3.** The plan of the said work is the plan marked "Flemington
- 15 to Belmore and Wardell-road to Glebe Island and Darling Island Railways," signed by the Chief Commissioner for Railways and Tramways and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the said Chief Commissioner. Plan of work.
- 4.** The cost of carrying out the said work, estimated at eight
- 20 hundred and thirteen thousand pounds, shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum. Cost, how to be defrayed.
- 5.** The said line of railway may be constructed on or along or
- 25 by the side of any public road or highway. Line may be constructed on road.
- 6.** The Constructing Authority and any persons authorised by him may use the said line or any part thereof, and for that purpose may run thereon any carriages or wagons propelled or drawn by any motive power. Constructing Authority may use line.

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

SCHEDULES.

SCHEDULE ONE.

Flemington to Campsie.

THIS railway commences at a point on the Main Western railway at 9 miles 37 chains
 5 in a generally southerly direction. The proposed railway on reaching Arthur-street is
 then joined by a fork from the Main Western line. From this point it takes a south-
 easterly direction, crossing the southern end of the Flemington Rifle Range, and thence
 sweeping round across Mitchell and Barker roads towards the south south-east, it crosses
 Cook's River at the intersection of the watercourses through the slaughter yards, and
 10 thence across Liverpool-road to the west, and about a chain and a half from the
 intersection of Liverpool and Braidwood roads. The proposed railway continues in the
 same direction, crossing the Braidwood-road and thence across the southern extremity of
 Gould-street, and after spanning a watercourse it crosses diagonally Park-road, and thence
 at right angles across Cleveland-street to the north-east corner of Enfield Park. From
 15 this point the proposed railway skirts the eastern boundary of Enfield Park, spanning
 the watercourse leading from the Park Dam, and after passing over a second watercourse
 south of the previous one mentioned, it bears away from the park boundary to the
 south-east, crossing the intersection of Reginald-street and Punchbowl-road, through the
 piggery, and thence across the Braidwood-road due north of the public school. Still
 20 bearing south-easterly it strikes Cecilia-street diagonally at the culvert over watercourse,
 and from there to the south-western corner of the intersection of Albert and Baltimore
 streets, and after passing across the southern end of Baltimore-street the proposed railway
 is met by a proposed loop junctioning with the Belmore railway towards Belmore. From
 the point of juncture with the proposed loop, the proposed railway sweeps round towards
 25 Campsie railway station touching the dead end of Loftus-street and junctioning with the
 Belmore railway on the Belmore end of Campsie railway station at 7 miles 50 chains.

Total mileage of proposed railway—4 miles 28 chains.

SCHEDULE TWO.

Wardell-road to Darling Island.

30 This railway commences at a point on the Belmore railway at 5 miles 13 chains in
 a generally northerly direction. The proposed railway, after spanning that portion of
 Terrace-road which traverses the Chief Commissioner's property, bears away due north,
 and is joined by a loop, from the Belmore railway, branching from that railway at the
 existing site of Wardell-road station, provision having been made for a new island
 35 platform for Wardell-road station on the Sydney side of Wardell-road overbridge. This
 proposed loop on leaving the Chief Commissioner's property crosses Bedford Crescent,
 and thence across the corner block bounded by Bedford Crescent and Macarthur-street,
 across Macarthur-street, and thence due north, touching the dead end of Keith-street, to
 its junction with the proposed railway.

40 From this junction the proposed railway sweeps round in a north-westerly
 direction, crossing Hercules-street to the south of its bend between Consett and Kintore
 streets; thence across the New Canterbury road to the west of its intersection with
 Denison-street. The proposed railway passes through the brick-yards, and then bearing
 north-north-west, it touches the elbow in Denison-street; thence spanning the brick-yard
 45 waterhole, it passes across the eastern corner formed by the intersection of Constitution
 and Clement streets. From this point it sweeps round towards the north, passing across
 the

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

the lane connecting Fears-avenue with Clement-street, then, continuing its sweep, crosses Terry-street; thence spanning the watercourse leading into the stormwater channel, the proposed railway bears due north-east and crosses Davis-street midway between the stormwater channel and its intersection with Western-street. On leaving this street it
5 spans the stormwater channel, and passes across the dead end of Nelson-street; thence continuing parallel with the stormwater channel, it crosses the dead end of Little-street. From this point the proposed railway bears round to the north again, following and running parallel to the sweep of the channel, it crosses the dead end of Short-street; thence due north across the overbridge at the junction of Eltham and Fred streets it
10 passes to the western side of the stormwater channel, and crosses the Old Canterbury road between its intersection with Edward-street and the bridge spanning the stormwater channel.

The proposed railway then bears round towards the north-north-east, and again spanning the stormwater channel between the two bends opposite Toothill-street, it
15 passes to the channel's eastern bank, and crosses the dead end of Hudson-street. Continuing due north-north-east, it meets the railway terrace near the bridge over the stormwater channel, and thence sweeping due north, passes under the eastern span of the Lewisham underbridge, Main Suburban line.

The proposed railway then skirts the southern end of the sewer aqueduct, and
20 continuing parallel to the stormwater channel, crosses the dead ends of Barker, John, and Cook streets; thence across the Parramatta-road at eastern end of bridge. Continuing parallel on the eastern bank of the stormwater channel, it crosses the dead ends of Hathern and Beeston streets; thence bearing northly, the proposed railway strikes the corner formed by the junction of Kegworth-street and Lords-road. Still
25 parallel to stormwater channel, it crosses the Abbotsford tramline at right angles at the eastern end of the Marion-street bridge.

After crossing the tramline, the proposed railway traverses the Canal-road as far as the intersection of Canal-road and Walter-street, where it bears away north-north-east, parallel to the Long Cove Creek, crossing Allan-street between its intersections with
30 Canal and Darley roads, traversing Darley-road to its intersection with Walter-street. The proposed railway then crosses Flat-street at the elbow between Darley-road and Falls-street; and thence sweeping round across the intersection of Park-road and Falls-street, it bears east-north-east across the end of the Helsarmel-road Stormwater Canal; and thence across Hubert-street between its intersections with Wragge-street
35 and Park-road.

Skirting Wragge-street, the proposed railway crosses Francis-street, and then bearing due east across James-street, it meets the Leichhardt tramline in Norton-street midway between its intersections with Wragge-street and Albert-lane. Continuing easterly, the proposed railway, after crossing Henry-street, skirts the northern boundary
40 of Albert-lane to the Derbyshire-road; and thence parallel to Anstenham-road it intersects the junction of Balmain-road and Brennan-street.

The proposed railway then bears in an east-north-easterly direction, and to the north of Brennan-street, passing over the Water and Sewerage Board's main sewer, and thence across Halloran-street, about a chain and a half north of its junction with the
45 Abattoir-road; then continuing parallel to Brennan-street it intersects the junction of Justin-street and the Abattoir-road. From this point it bears north-easterly, crossing the stormwater channel on the southern side of the culvert in the Abattoir-road; and following the trend of the Abattoir-road it crosses White-street midway between the stormwater channel and the junction of White-street and the Abattoir-road. From this
50 point the proposed railway takes an east-north-easterly direction, skirting the Abattoir-road and parallel to the main stormwater channel; thence across the stormwater culvert in Gordon-street, passing over the dock in the Federal timber-yard; thence through the glassworks, through the meat canning factory, through Swan Brothers' timber-yard on water frontage to the intersection of the Abattoir-road and the approach to Glebe Island
55 Bridge.

In

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

In the vicinity of the glassworks, it is proposed to construct a branch line from the proposed railway on the northern side bearing north-easterly to a proposed wharf to be constructed on the north-eastern corner of Glebe Island. This proposed branch line will cross the Abattoir-road at its junction with Mullens-street, and then bear to the 5 southern corner of Miller's timber-yard; and thence along water frontage to proposed wharf.

The proposed main railway after crossing the Abattoir-road sweeps round to the western end of Glebe Island Bridge, where it is proposed to construct a new bridge on the northern side and parallel to the existing bridge (50 feet from the centre of the 10 existing bridge), to carry the proposed railway across Johnstone Bay to Darling Island. On leaving this bridge it passes over Bank-street, and then sweeping round in a north-easterly direction across Hill-street, near its junction with John-street, it traverses John-street as far as Jones-street, then diverges from John-street through the block bounded by John and Harvey streets. It then crosses Harris-street at its junction with 15 Church-street; and thence partly traversing Church-street it sweeps across the northern end of Pymont-street, also touching the southern end of Point-street. The proposed railway then bends in an easterly direction, crossing John-street between its intersection with Pymont and Mill streets; and thence entering the Chief Commissioner's property opposite the Darling Island footbridge, and junction with the main line to Darling Island 20 opposite the southern end of the Darling Island grain-shed.

Total mileage, 5 miles 43 chains.

Sydney : William Applegate Gullick, Government Printer. —1910.

[6d.]

Washington to Belmont, and Wheeling to Globe Island and Parkers Island Railways.

In the vicinity of the junction it is proposed to construct a branch line from the proposed railway on the northern side bearing north-easterly to a proposed wharf to be constructed on the north-western corner of Globe Island. This proposed branch line will cross the Abasco road at its junction with Millers road and then bear to the southern corner of Millers road and thence along water frontage to proposed wharf.

The proposed main railway also crossing the Abasco road was proposed to the western end of Globe Island bridge where it is proposed to construct a new bridge on the northern side and parallel to the existing bridge (the foot of the course of the existing bridge) to carry the proposed railway across the bridge to Parkers Island. On leaving the bridge it passes over Parkers road and then sweeping round to a north-easterly direction across Hill street near its junction with John street, it follows John street as far as Jones street then diverges from John street through the block bounded by John and Perry streets. It then crosses Harris street at its junction with Charles street; and thence nearly crossing Charles street it sweeps across the northern end of Richmond street also crossing the southern end of John street. The proposed railway then bends in an easterly direction crossing John street between its intersection with Richmond and Mill streets; and thence entering the Chief Commissioners property opposite the Parkers Island footbridge and junction with the main line to Parkers Island 30 opposite the southern end of the Parkers Island bridge.

Total mileage 7 miles 1/2 chain.

The proposed railway is proposed to be constructed on the northern side of the main line of the proposed railway from the junction with the main line to Parkers Island. It is proposed to construct a new bridge on the northern side and parallel to the existing bridge (the foot of the course of the existing bridge) to carry the proposed railway across the bridge to Parkers Island. On leaving the bridge it passes over Parkers road and then sweeping round to a north-easterly direction across Hill street near its junction with John street, it follows John street as far as Jones street then diverges from John street through the block bounded by John and Perry streets. It then crosses Harris street at its junction with Charles street; and thence nearly crossing Charles street it sweeps across the northern end of Richmond street also crossing the southern end of John street. The proposed railway then bends in an easterly direction crossing John street between its intersection with Richmond and Mill streets; and thence entering the Chief Commissioners property opposite the Parkers Island footbridge and junction with the main line to Parkers Island 30 opposite the southern end of the Parkers Island bridge.

140-B. The proposed railway is proposed to be constructed on the northern side of the main line of the proposed railway from the junction with the main line to Parkers Island. It is proposed to construct a new bridge on the northern side and parallel to the existing bridge (the foot of the course of the existing bridge) to carry the proposed railway across the bridge to Parkers Island. On leaving the bridge it passes over Parkers road and then sweeping round to a north-easterly direction across Hill street near its junction with John street, it follows John street as far as Jones street then diverges from John street through the block bounded by John and Perry streets. It then crosses Harris street at its junction with Charles street; and thence nearly crossing Charles street it sweeps across the northern end of Richmond street also crossing the southern end of John street. The proposed railway then bends in an easterly direction crossing John street between its intersection with Richmond and Mill streets; and thence entering the Chief Commissioners property opposite the Parkers Island footbridge and junction with the main line to Parkers Island 30 opposite the southern end of the Parkers Island bridge.

No. , 1910.

A BILL

To sanction the construction of a line of Goods Railway from Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island; to authorise the construction of the said line on public roads; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto.

[MR. LEE ;—17 August, 1910.]

WHEREAS in accordance with the provisions of the Public Works Act, 1900, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a line of Goods Railway from Flemington to Belmore and Wardell-road to Glebe Island and Darling Island: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works 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:—

- 1.** This Act may be cited as the "Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways Act, 1910." 5
- Short title.
- 2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Chief Commissioner for Railways and Tramways is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be, and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900. 10
- Work sanctioned.
- 3.** The plan of the said work is the plan marked "Flemington to Belmore and Wardell-road to Glebe Island and Darling Island Railways," signed by the Chief Commissioner for Railways and Tramways and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the said Chief Commissioner. 15
- Plan of work.
- 4.** The cost of carrying out the said work, estimated at eight hundred and thirteen thousand pounds, shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum. 20
- Cost, how to be defrayed.
- 5.** The said line of railway may be constructed on or along or by the side of any public road or highway. 25
- Line may be constructed on road.
- 6.** The Constructing Authority and any persons authorised by him may use the said line or any part thereof, and for that purpose may run thereon any carriages or wagons propelled or drawn by any motive power.
- Constructing Authority may use line.

SCHEDULES.

SCHEDULE ONE.

Flemington to Campsie.

THIS railway commences at a point on the Main Western railway at 9 miles 37 chains
5 in a generally southerly direction. The proposed railway on reaching Arthur-street is
then joined by a fork from the Main Western line. From this point it takes a south-
easterly direction, crossing the southern end of the Flemington Rifle Range, and thence
sweeping round across Mitchell and Barker roads towards the south south-east, it crosses
Cook's River at the intersection of the watercourses through the slaughter yards, and
10 thence across Liverpool-road to the west, and about a chain and a half from the
intersection of Liverpool and Braidwood roads. The proposed railway continues in the
same direction, crossing the Braidwood-road and thence across the southern extremity of
Gould-street, and after spanning a watercourse it crosses diagonally Park-road, and thence
at right angles across Cleveland-street to the north-east corner of Enfield Park. From
15 this point the proposed railway skirts the eastern boundary of Enfield Park, spanning
the watercourse leading from the Park Dam, and after passing over a second watercourse
south of the previous one mentioned, it bears away from the park boundary to the
south-east, crossing the intersection of Reginald-street and Punchbowl-road, through the
piggery, and thence across the Braidwood-road due north of the public school. Still
20 bearing south-easterly it strikes Cecilia-street diagonally at the culvert over watercourse,
and from there to the south-western corner of the intersection of Albert and Baltimore
streets, and after passing across the southern end of Baltimore-street the proposed railway
is met by a proposed loop junctioning with the Belmore railway towards Belmore. From
the point of juncture with the proposed loop, the proposed railway sweeps round towards
25 Campsie railway station touching the dead end of Loftus-street and junctioning with the
Belmore railway on the Belmore end of Campsie railway station at 7 miles 50 chains.

Total mileage of proposed railway—4 miles 28 chains.

SCHEDULE TWO.

Wardell-road to Darling Island.

30 This railway commences at a point on the Belmore railway at 5 miles 13 chains in
a generally northerly direction. The proposed railway, after spanning that portion of
Terrace-road which traverses the Chief Commissioner's property, bears away due north,
and is joined by a loop, from the Belmore railway, branching from that railway at the
existing site of Wardell-road station, provision having been made for a new island
35 platform for Wardell-road station on the Sydney side of Wardell-road overbridge. This
proposed loop on leaving the Chief Commissioner's property crosses Bedford Crescent,
and thence across the corner block bounded by Bedford Crescent and Macarthur-street,
across Macarthur-street, and thence due north, touching the dead end of Keith-street, to
its junction with the proposed railway.

40 From this junction the proposed railway sweeps round in a north-westerly
direction, crossing Hercules-street to the south of its bend between Consett and Kintore
streets; thence across the New Canterbury road to the west of its intersection with
Denison-street. The proposed railway passes through the brick-yards, and then bearing
north-north-west, it touches the elbow in Denison-street; thence spanning the brick-yard
45 waterhole, it passes across the eastern corner formed by the intersection of Constitution
and Clement streets. From this point it sweeps round towards the north, passing across
the

the lane connecting Fears-avenue with Clement-street, then, continuing its sweep, crosses Terry-street; thence spanning the watercourse leading into the stormwater channel, the proposed railway bears due north-east and crosses Davis-street midway between the stormwater channel and its intersection with Western-street. On leaving this street it spans the stormwater channel, and passes across the dead end of Nelson-street; thence continuing parallel with the stormwater channel, it crosses the dead end of Little-street. From this point the proposed railway bears round to the north again, following and running parallel to the sweep of the channel, it crosses the dead end of Short-street; thence due north across the overbridge at the junction of Eltham and Fred streets it passes to the western side of the stormwater channel, and crosses the Old Canterbury road between its intersection with Edward-street and the bridge spanning the stormwater channel.

The proposed railway then bears round towards the north-north-east, and again spanning the stormwater channel between the two bends opposite Toothill-street, it passes to the channel's eastern bank, and crosses the dead end of Hudson-street. Continuing due north-north-east, it meets the railway terrace near the bridge over the stormwater channel, and thence sweeping due north, passes under the eastern span of the Lewisham underbridge, Main Suburban line.

The proposed railway then skirts the southern end of the sewer aqueduct, and continuing parallel to the stormwater channel, crosses the dead ends of Barker, John, and Cook streets; thence across the Parramatta-road at eastern end of bridge. Continuing parallel on the eastern bank of the stormwater channel, it crosses the dead ends of Hathern and Beeston streets; thence bearing northly, the proposed railway strikes the corner formed by the junction of Kegworth-street and Lords-road. Still parallel to stormwater channel, it crosses the Abbotsford tramline at right angles at the eastern end of the Marion-street bridge.

After crossing the tramline, the proposed railway traverses the Canal-road as far as the intersection of Canal-road and Walter-street, where it bears away north-north-east, parallel to the Long Cove Creek, crossing Allan-street between its intersections with Canal and Darley roads, traversing Darley-road to its intersection with Walter-street. The proposed railway then crosses Flat-street at the elbow between Darley-road and Falls-street; and thence sweeping round across the intersection of Park-road and Falls-street, it bears east-north-east across the end of the Helsarmel-road Stormwater Canal; and thence across Hubert-street between its intersections with Wragge-street and Park-road.

Skirting Wragge-street, the proposed railway crosses Francis-street, and then bearing due east across James-street, it meets the Leichhardt tramline in Norton-street midway between its intersections with Wragge-street and Albert-lane. Continuing easterly, the proposed railway, after crossing Henry-street, skirts the northern boundary of Albert-lane to the Derbyshire-road; and thence parallel to Anstenham-road it intersects the junction of Balmain-road and Brennan-street.

The proposed railway then bears in an east-north-easterly direction, and to the north of Brennan-street, passing over the Water and Sewerage Board's main sewer, and thence across Halloran-street, about a chain and a half north of its junction with the Abattoir-road; then continuing parallel to Brennan-street it intersects the junction of Justin-street and the Abattoir-road. From this point it bears north-easterly, crossing the stormwater channel on the southern side of the culvert in the Abattoir-road; and following the trend of the Abattoir road it crosses White-street midway between the stormwater channel and the junction of White-street and the Abattoir-road. From this point the proposed railway takes an east-north-easterly direction, skirting the road and parallel to the main stormwater channel; thence across the stormwater culvert in Gordon-street, passing over the dock in the Federal timber-yard; thence through the glassworks, through the meat canning factory, through Swan Brothers' timber-yard on water frontage to the intersection of the Abattoir-road and the approach to Glebe Island Bridge.

In the vicinity of the glassworks, it is proposed to construct a branch line from the proposed railway on the northern side bearing north-easterly to a proposed wharf to be constructed on the north-eastern corner of Glebe Island. This proposed branch line will cross the Abattoir-road at its junction with Mullens-street, and then bear to the
5 southern corner of Miller's timber-yard; and thence along water frontage to proposed wharf.

The proposed main railway after crossing the Abattoir-road sweeps round to the western end of Glebe Island Bridge, where it is proposed to construct a new bridge on the northern side and parallel to the existing bridge (50 feet from the centre of the
10 existing bridge), to carry the proposed railway across Johnstone Bay to Darling Island. On leaving this bridge it passes over Bank-street, and then sweeping round in a north-easterly direction across Hill-street, near its junction with John-street, it traverses John-street as far as Jones-street, then diverges from John-street through the block
15 bounded by John and Harvey streets. It then crosses Harris-street at its junction with Church-street; and thence partly traversing Church-street it sweeps across the northern end of Pymont-street, also touching the southern end of Point-street. The proposed railway then bends in an easterly direction, crossing John-street between its intersection
20 with Pymont and Mill streets; and thence entering the Chief Commissioner's property opposite the Darling Island footbridge, and junction with the main line to Darling Island opposite the southern end of the Darling Island grain-shed.

Total mileage, 5 miles 43 chains.

Sydney: William Applegate Gullick, Government Printer.—1910.

[6d.]

Revisions to the proposed plan are to be made as a result of the hearings held on the subject.

The proposed plan is to be approved by the Council on the condition that the following conditions be satisfied:

- 10 On leaving the bridge it passes over bank street and then over a road in a north easterly direction across Hill street, near its junction with John street it follows John street as far as Johnson street, crosses from Johnson street through the block bounded by John and Harvey streets. It then crosses Harvey street at its junction with 15 Church street, and thence partly following Church street to its junction with the end of Tyrone street also crossing the southern end of Fifth street. The proposed railway then bends in an easterly direction crossing Johnson street between its junction with Tyrone and Hill streets; and thence, entering the United Commissioners' property opposite the southern end of the Landing Island footbridge and junction with the main line to Landing Island 20 (Total mileage 7 miles 47 chains).
- 11 This proposed railway is to be constructed in the following manner:
- 12 The proposed railway is to be constructed in the following manner:
- 13 The proposed railway is to be constructed in the following manner:

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140-B