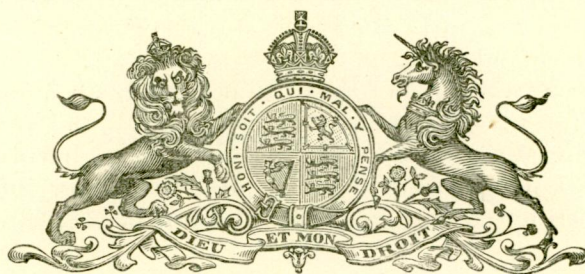


*This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.*

*Legislative Assembly Chamber,  
Sydney 10 December, 1907. }*

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

## New South Wales.



ANNO SEPTIMO

EDWARDI VII REGIS.

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Act No. , 1907.

An Act to sanction the construction of a tramway from Wallsend to West Wallsend; and for other purposes consequent thereon or incidental thereto.

**W**HEREAS, 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 tramway from Wallsend to West Wallsend: Preamble.  
5 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  
10 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 "Wallsend to West Wallsend Short title.  
Tramway Act, 1907."



*Wallsend to West Wallsend Tramway.*

2. The carrying out of the work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the member of the Executive Council for the time being performing the duties of the said Secretary, 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. Work sanctioned.
3. The plan of the said work is the plan marked "Wallsend to West Wallsend Tramway," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary. Plan of work.
4. The cost of carrying out the said work, estimated at thirty-seven thousand and seventy-five pounds, exclusive of cost of resumption and rolling stock, may be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum. Cost, how to be defrayed.

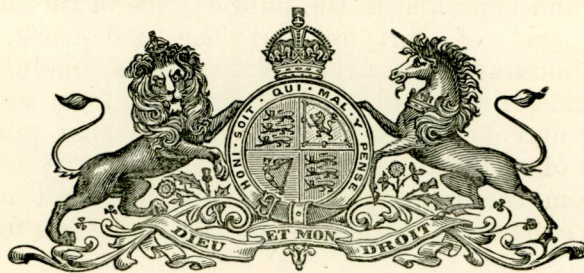
20

## SCHEDULE.

THIS extension of the Newcastle-Plattsburg tramway commences at the end of the existing tramway in John-street, in the latter town, and proceeds southerly along Nelson-street to the Newcastle-Wallsend Company's railway; and, after crossing that railway to the west of Wallsend Station, it continues south-westerly to Brush Creek, a short distance beyond which a westerly direction takes it along the main West Wallsend road for about a mile; private property on the northern side of that road is traversed westerly and north-westerly to the crossing of the West Wallsend road at five and a half miles; thence a generally north-westerly bearing takes the line across private property and to the south-eastern boundary of the West Wallsend Company's railway and a short distance north of Holmesville, and, after running north-easterly and parallel to that railway, it ends at the West Wallsend railway station, being a total distance of seven and a half miles; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.



New South Wales.



ANNO SEPTIMO

EDWARDI VII REGIS.

\*\*\*\*\*

Act No. 15, 1907.

An Act to sanction the construction of a tramway from Wallsend to West Wallsend; and for other purposes consequent thereon or incidental thereto. [Assented to, 23rd December, 1907.]

**W**HEREAS, 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 tramway from Wallsend to West Wallsend: 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 "Wallsend to West Wallsend Tramway Act, 1907." Short title.



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*Wallsend to West Wallsend Tramway.*

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Work sanctioned.

2. The carrying out of the work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the member of the Executive Council for the time being performing the duties of the said Secretary, 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 "Wallsend to West Wallsend Tramway," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.

Cost, how to be defrayed.

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

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SCHEDULE.

THIS extension of the Newcastle-Plattsburg tramway commences at the end of the existing tramway in John-street, in the latter town, and proceeds southerly along Nelson-street to the Newcastle-Wallsend Company's railway; and, after crossing that railway to the west of Wallsend Station, it continues south-westerly to Brush Creek, a short distance beyond which a westerly direction takes it along the main West Wallsend road for about a mile; private property on the northern side of that road is traversed westerly and north-westerly to the crossing of the West Wallsend road at five and a half miles; thence a generally north-westerly bearing takes the line across private property and to the south-eastern boundary of the West Wallsend Company's railway and a short distance north of Holmesville, and, after running north-easterly and parallel to that railway, it ends at the West Wallsend railway station, being a total distance of seven and a half miles; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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By Authority: WILLIAM APPELEGATE GULLICK, Government Printer, Sydney, 1908.

[3d.]

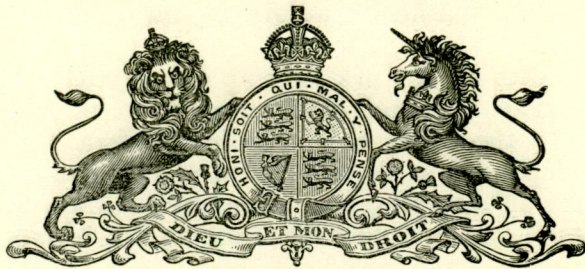


*I Certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.*

*Legislative Assembly Chamber,  
Sydney, 17 December, 1907, A.M. }*

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

## New South Wales.



ANNO SEPTIMO

EDWARDI VII REGIS.

\*\*\*\*\*

Act No. 15, 1907.

An Act to sanction the construction of a tramway from Wallsend to West Wallsend; and for other purposes consequent thereon or incidental thereto. [Assented to, 23rd December, 1907.]

**W**HEREAS, 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 tramway from Wallsend to West Wallsend: 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 "Wallsend to West Wallsend Tramway Act, 1907." Short title.  
2.

*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.*



*Wallsend to West Wallsend Tramway.*

Work sanctioned.

2. The carrying out of the work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the member of the Executive Council for the time being performing the duties of the said Secretary, 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 "Wallsend to West Wallsend Tramway," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.

Cost, how to be defrayed.

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

## SCHEDULE.

This extension of the Newcastle-Plattsburg tramway commences at the end of the existing tramway in John-street, in the latter town, and proceeds southerly along Nelson-street to the Newcastle-Wallsend Company's railway; and, after crossing that railway to the west of Wallsend Station, it continues south-westerly to Brush Creek, a short distance beyond which a westerly direction takes it along the main West Wallsend road for about a mile; private property on the northern side of that road is traversed westerly and north-westerly to the crossing of the West Wallsend road at five and a half miles; thence a generally north-westerly bearing takes the line across private property and to the south-eastern boundary of the West Wallsend Company's railway and a short distance north of Holmesville, and, after running north-easterly and parallel to that railway, it ends at the West Wallsend railway station, being a total distance of seven and a half miles; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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

State Government House,  
Sydney, 23rd December, 1907.

HARRY H. RAWSON,  
Governor.