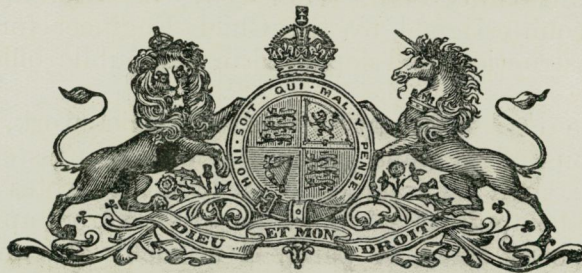


New South Wales.



ANNO TERTIO

GEORGII V REGIS.

Act No. 68, 1912.

An Act to sanction the construction of a line of tramway from Broadmeadow to Waratah; and for purposes consequent thereon or incidental thereto. [Assented to, 20th December, 1912.]

WHEREAS in accordance with the provisions of the Public Works Act, 1912, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a steam tramway from Broadmeadow to Waratah: 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 "Broadmeadow-Waratah Tramway Act, 1912."

2.

Short title.

Broadmeadow-Waratah Tramway.

- Work sanctioned. **2.** The carrying out of the said 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, 1912.
- Plan of work. **3.** The plan of the said work is the plan marked "Broadmeadow to Waratah Schedule Plan," 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 forty-two thousand pounds (exclusive of rolling-stock, land, and compensation), shall 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 proposed tramway commences by a junction with the Newcastle to Wallsend Tramway in Lambton-road, at its junction with Graham and Coorumbung roads, and in following westerly along the first-mentioned road for about 9 chains, crosses the Great Northern railway and the existing tramway to Wallsend; thence it proceeds northerly along Moira-road, north-easterly along Melbourne road, north-westerly along Sydney-road to Curley-road, north-easterly along that road to Broadmeadow-road, north-westerly and northerly along that road and across the stormwater channel to Georgetown-road, north-westerly along that road, and across the Lambton and Waratah Coal Companies railways to Turton-road, northerly along that road to High street; thence along that street to Bridge-street; thence along that street to the Deaf and Dumb Asylum,—being a total distance of 2 miles 20 chains, being 50 chains of double line and 1 mile 50 chains of single line, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority

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, 4 December, 1912. }*

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

New South Wales.



ANNO TERTIO

GEORGII V REGIS.

Act No. 68, 1912.

An Act to sanction the construction of a line of tramway from Broadmeadow to Waratah; and for purposes consequent thereon or incidental thereto. [Assented to, 20th December, 1912.]

WHEREAS in accordance with the provisions of the Public Preamble. Works Act, 1912, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a steam tramway from Broadmeadow to Waratah: 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 "Broadmeadow-Waratah Short title. Tramway Act, 1912." **2.**

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

*R. D. MEAGHER,
Chairman of Committees of the Legislative Assembly.*

Broadmeadow-Waratah Tramway.

Work sanctioned.

2. The carrying out of the said 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, 1912.

Plan of work.

3. The plan of the said work is the plan marked "Broadmeadow to Waratah Schedule Plan," 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 forty-two thousand pounds (exclusive of rolling-stock, land, and compensation), shall 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 proposed tramway commences by a junction with the Newcastle to Wallsend Tramway in Lambton-road, at its junction with Graham and Coorumbung roads, and in following westerly along the first-mentioned road for about 9 chains, crosses the Great Northern railway and the existing tramway to Wallsend; thence it proceeds northerly along Moira-road, north-easterly along Melbourne-road, north-westerly along Sydney-road to Curley-road, north-easterly along that road to Broadmeadow-road, north-westerly and northerly along that road and across the stormwater channel to Georgetown-road, north-westerly along that road, and across the Lambton and Waratah Coal Companies railways to Turton-road, northerly along that road to High-street; thence along that street to Bridge-street; thence along that street to the Deaf and Dumb Asylum,—being a total distance of 2 miles 20 chains, being 50 chains of double line and 1 mile 50 chains of single line, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority

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

CHELMSFORD,
Governor.

State Government House,
Sydney, 20th December, 1912.

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, 3 December, 1912. }*

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

New South Wales.



ANNO TERTIO

GEORGII V REGIS.

Act No. , 1912.

An Act to sanction the construction of a line of tramway from Broadmeadow to Waratah; and for purposes consequent thereon or incidental thereto.

WHEREAS in accordance with the provisions of the Public Preamble.
Works Act, 1912, the Legislative Assembly did by resolution

declare that it was expedient to carry out a certain work, namely, the construction of a steam tramway from Broadmeadow to Waratah:

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 "Broadmeadow-Waratah Short title.
Tramway Act, 1912."

Broadmeadow-Waratah Tramway.

2. The carrying out of the said 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, 1912. Work sanctioned.
3. The plan of the said work is the plan marked "Broadmeadow to Waratah Schedule Plan," 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 forty-two thousand pounds (exclusive of rolling-stock, land, and compensation), shall 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.

SCHEDULE.

THIS proposed tramway commences by a junction with the Newcastle to Wallsend Tramway in Lambton-road, at its junction with Graham and Coorumbung roads, and in following westerly along the first-mentioned road for about 9 chains, crosses the Great Northern railway and the existing tramway to Wallsend; thence it proceeds northerly along Moira-road, north-easterly along Melbourne-road, north-westerly along Sydney-road to Curley-road, north-easterly along that road to Broadmeadow-road, north-westerly and northerly along that road and across the stormwater channel to Georgetown-road, north-westerly along that road, and across the Lambton and Waratah Coal Companies railways to Turton-road, northerly along that road to High-street; thence along that street to Bridge-street; thence along that street to the Deaf and Dumb Asylum,—being a total distance of 2 miles 20 chains, being 50 chains of double line and 1 mile 50 chains of single line, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority