

*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.*

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

*Legislative Assembly Chamber,  
Sydney, 9 October, 1913, A.M.*

## New South Wales.



ANNO QUARTO

## GEORGII V REGIS.

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Act No. , 1913.

An Act to sanction and provide for the construction of a railway with tramway connections for the City of Sydney ; to provide for the use of such works by the Constructing Authority and other persons ; and for purposes consequent thereon or incidental thereto ; and for such purposes to amend the Public Works Act, 1912.

**B**E 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 :—

**1.** This Act may be cited as “The City Railway Short title. Act, 1913.”



*The City Railway.*

**2.** The work described in the Schedule to this Act <sup>Work</sup> is hereby sanctioned and may be carried out under the <sup>sanctioned.</sup> Public Works Act, 1912, and this Act.

The Secretary for Public Works, or the member of  
 5 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  
 10 within the meaning of the Public Works Act, 1912.

**3.** The provisions of the Public Works Act, 1912, <sup>Application of Act No. 45, 1912.</sup> except section thirty-four thereof, shall apply in respect of such work :

**4.** The Constructing Authority may, in carrying out <sup>Power to make tunnels.</sup> the said work, make tunnels and excavations through any land along the proposed route, and no compensation shall be allowed or awarded except where property is damaged or injuriously affected by the making of any such tunnels or excavations.

**5.** The Constructing Authority and any persons <sup>Constructing Authority may use work.</sup> authorised by him may use the said work, or any part thereof, before it is transferred to the Chief Commissioner for Railways and Tramways, and run thereon carriages or waggons propelled or drawn by any motive power.

**6.** The plan of the said work is the plan marked <sup>Plan of work.</sup> "The City Railway with Tramway Connections," signed by the Secretary for Public Works, and countersigned by the Director General of Public Works and the Chief Engineer for Metropolitan Railway Construction, and  
 30 deposited in the public office of the said Secretary.

**7.** The cost of carrying out the said work, <sup>Cost, how to be defrayed.</sup> estimated at four million eight hundred thousand pounds (exclusive of land resumptions), shall be defrayed from such Loan Votes as are now, or may hereafter be,  
 35 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 such cost by more than ten per centum.



*The City Railway.*

## SCHEDULE.

*The City Railway.*

THE railway, comprising three up and three down tracks, as shown by the deposited plan, junctions with the existing railway system at  
 5 the northern end of the Redfern Railway Station, adjacent to the Wells-street overbridge, and passes underground about 1,000 feet north of the northern building line of Cleveland-street. Thence the six tracks continue northerly to Elizabeth street where they diverge; three of the tracks proceed along the western side of the city and three along  
 10 the eastern side, meeting at Circular Quay, and forming a complete three-track loop railway around the city. A double-line loop connects the western and eastern tracks as shown.

Underground stations to be constructed at Central Station, Town Hall, Wynyard Square, Circular Quay, St. James' road, and Liverpool-  
 15 street.

The total length of single track railway, inclusive of sidings, suburban connections, and connecting loop, is 17 miles 22 chains, and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

20 *Tramway connections for Eastern Suburbs.*

A double line of tramway, as shown by the deposited plan, leaves the existing tramway in Oxford-street, passes underground about 20 feet west of the building-line of Hopewell-street, and continues underground along Oxford-street. A double-line of tramway takes off from the  
 25 existing Randwick and Coogee tramway, and a double-line of tramway from the existing Show and Cricket Ground tramway in Moore Park; these pass underground in Moore Park, continue underground along Green's-road, and junction with the underground connection from the Bondi-Waverley Tramway at the intersection of Green's-road and  
 30 Oxford-street. Thence the double line of tramway continues under Oxford-street, and connects with the City Railway at the proposed underground station—Liverpool-street, in Hyde Park.

The total length of double-line tramway is 1 mile 18½ chains, and is subject to such diversions and modifications as may be considered  
 35 desirable by the Constructing Authority.

*Tramway connection for Western Suburbs.*

A double line of tramway, as shown by the deposited plan, leaves the existing tramway in the City-road, opposite Myrtle-street, and passes underground in City-road. A double line of tramway leaves  
 40 the existing tramway at the junction of Parramatta-road and Derwent-street, passes underground in the Broadway opposite Glebe-road, continues under the Broadway, and junctions with the underground connection from the Newtown tramway at the intersection of the City-road and George-street West. Thence the double line of tramway  
 45 continues under George-street West, and connects with the City Railway at the proposed underground Central Station. The surface tramway in Glebe-road and Derwent-street to be connected by a tramway *via* Derby-place.

The total length of double-line tramway is 1 mile 15½ chains, and is  
 50 subject to such diversions and modifications as may be considered desirable by the Constructing Authority.



