New South Wales.

ANNO QUARTO

GEORGII V REGIS.

Act No. 16, 1913.

An Act to sanction the construction of a line of railway from Sydenham to Botany; to provide for the use of the said line by the Constructing Authority, or by persons authorised by him; and for purposes consequent thereon and incidental thereto. [Assented to, 15th October, 1913.]

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 line of railway from Sydenham to Botany: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister to introduce Preamble.

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:—

Short title.

1. This Act may be cited as the "Sydenham to Botany Railway Act, 1913."

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 of a Constructing Authority within the meaning of the Public Works Act, 1912.

The plan.

3. The plan of the said work is the plan marked "Schedule Plan, Sydenham to Botany," 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, and how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and thirty-six thousand one hundred and fourteen pounds (exclusive of land resumptions), may be defrayed from such Loan Votes as are now or may hereafter be applicable to the purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from such appropriations, 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 person authorised by him, may use the said line, or any part thereof, before it is transferred to the Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

SCHEDULE.

Sydenham to Botany Railway.

SCHEDULE.

THIS railway commences at 2 miles 67 chains from Sydney, and about 25 chains northerly from Sydenham Station, and proceeds in a south-westerly direction across Garden-street and Sydenham-road, a few chains beyond which the line curves south-easterly, and crosses Marrickville-road and the Illawarra railway about 15 chains south of Sydenham Station, and after crossing Unwin's Bridge-road it runs north of and parallel to Belmore-street, crosses Henry and Stuart streets, also Cook's River tramway in King-street; it passes about 10 chains north of St. Peters Park, crosses Alexandra Canal and the intermediate streets between it and the Old Botany-road, crosses that road and passes Ascot Racecourse, a short distance north of Park-road, crosses Lord and Park roads; the line then takes a southerly bearing, and proceeds for about 30 chains on the western side of Botany-road, crosses that road and the Botany tramway, also Lord and Daniel streets, and passes Borallie Park on its northern boundary; thence a south-easterly direction is taken across Myrtle, Bay, Banksia, Stephens, and Swinbourne streets, and it takes a more southerly bearing across Hill-street, Banks Terrace; the tramway and Botany-road are again crossed, and the line terminates at Botany Pier.

The southern fork of this line commences on the Sydenham to Bankstown railway about a quarter of a mile easterly from Marrickville Station; it proceeds north-easterly a short distance from and on the northern side of that railway, it crosses Meeks road, Geraldine and Maude streets, and junctions with the main line immediately before it crosses the Illawarra railway, being a total distance of 6 miles 5 chains 30 links, viz., main line 5 miles 54 chains, southern fork 31 chains 30 links, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

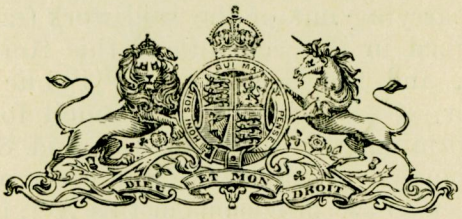
By Authority:
WILLIAM APPLEGATE GULLICK, Government Printer, Sydney, 1913.
[3*d*.]

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.

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

Legislative Assembly Chamber,
Sydney, 10 *October,* 1913.

New South Wales.



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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.

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:—

Short title.

1. This Act may be cited as the "Sydenham to Botany Railway Act, 1913."

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 of a Constructing Authority within the meaning of the Public Works Act, 1912.

The plan.

3. The plan of the said work is the plan marked "Schedule Plan, Sydenham to Botany," 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, and how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and thirty-six thousand one hundred and fourteen pounds (exclusive of land resumptions), may be defrayed from such Loan Votes as are now or may hereafter be applicable to the purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from such appropriations, 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 person authorised by him, may use the said line, or any part thereof, before it is transferred to the Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

SCHEDULE.

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The southern fork of this line commences on the Sydenham to Bankstown railway about a quarter of a mile easterly from Marrickville Station; it proceeds north-easterly a short distance from and on the northern side of that railway, it crosses Meeks-road, Geraldine and Maude streets, and junctions with the main line immediately before it crosses the Illawarra railway, being a total distance of 6 miles 5 chains 30 links, viz., main line 5 miles 54 chains, southern fork 31 chains 30 links, 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.

G. STRICKLAND,
Governor.

State Government House,
Sydney, 15*th October,* 1913.

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, 8 *October,* 1913, A.M.

New South Wales.

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Preamble.

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Sydney: William Applegate Gullick, Government Printer.—1913.