

New South Wales.



ANNO SEXTO

GEORGI V REGIS.

Act No. 21, 1915.

An Act to sanction the carrying out of a deviation of the Illawarra railway line between Otford and Clifton; to provide for the use of the said line by the Chief Commissioner for Railways and Tramways, or by persons authorised by him; and for purposes consequent thereon or incidental thereto. [Assented to, 18th August, 1915.]

WHEREAS in accordance with the provisions of Preamble. 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 deviation of the Illawarra railway line between Otford and Clifton: And whereas, on the passing of the said resolution,

Illawarra Railway Deviation (Otford to Clifton).

resolution, a statutory duty was by the said Act imposed on the Minister 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:—

Short title.

1. This Act may be cited as the "Illawarra Railway Deviation (Otford to Clifton) Act, 1915."

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 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 "Proposed Deviation, Otford to Coal Cliff," 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, and how to be defrayed.

4. The cost of carrying out the said work, estimated at two hundred and seventy-three thousand 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.

Chief Commissioner may use line.

6. The said Chief Commissioner and any person 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.

Illawarra Railway Deviation (Otford to Clifton).

SCHEDULE.

THIS railway deviation commences at 30 miles 35 chains from Sydney on the Illawarra railway, and proceeds south-westerly for about 30 chains, southerly for about 12 chains, again south-westerly and skirts Port Hacking River, crosses under the South Coast road in a tunnel, thence along foot of cliffs, crosses Hargraves Creek, and along the back of Stanwell Park Station, crosses over Stanwell Creek, curves, and takes an easterly direction for about 50 chains; a south-westerly direction is again taken, and the South Coast road is followed for a short distance, and a junction is again made with the Illawarra railway at 33 miles 54 chains 40 links from Sydney, and 34 miles 33 chains 60 links via the deviation, being a total distance of 3 miles 78 chains 60 links, and subject to such deviations and modifications as may be considered desirable by the constructing authority.

By Authority :

WILLIAM APPEGATE GULLICK, Government Printer, Sydney, 1915.

[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.

W. S. MOWLE,
Acting Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 11 August, 1915.

New South Wales.



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WHEREAS in accordance with the provisions of Preamble.
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 deviation of the Illawarra railway line between Otford and Clifton: And whereas, on the passing of the said resolution,

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

THOS. H. THROWER,
Chairman of Committees of the Legislative Assembly.

Illawarra Railway Deviation (Otford to Clifton).

resolution, a statutory duty was by the said Act imposed on the Minister 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:—

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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 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 "Proposed Deviation, Otford to Coal Cliff," 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, and how to be defrayed.

4. The cost of carrying out the said work, estimated at two hundred and seventy-three thousand 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.

Chief Commissioner may use line.

6. The said Chief Commissioner and any person 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.

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

G. STRICKLAND,

State Government House,

Governor.

Sydney, 18th August, 1915.

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.

W. S. MOWLE,
Acting Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 7 July, 1915.*

New South Wales.



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 10 Deviation (Otford to Clifton) Act, 1915." Short title.

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 ticularly described in the Schedule to this Act) is hereby
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 and Tramways is hereby authorised to undertake and
 15 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. Work sanctioned.

3. The plan of the said work is the plan marked
 20 "Proposed Deviation, Otford to Coal Cliff," 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. The plan.

4. The cost of carrying out the said work, estimated at
 25 two hundred and seventy-three thousand pounds (ex-
 clusive 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
 30 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.
Cost, and 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. Line may be constructed on road.

6. The said Chief Commissioner and any person
 35 authorised by him may use the said line or any part
 thereof, and for that purpose may run thereon any
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