

Belmore to Chapel Road Railway.

Act No. 25, 1906.

An Act to sanction the construction of a line of railway from Belmore to Chapel Road; to authorise the construction of the said line on public roads; to provide for the use of the said line by the Constructing Authority, or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [11th December, 1906.]

BELMORE TO
CHAPEL ROAD
RAILWAY.

WHEREAS, 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 line of railway from Belmore to Chapel Road: 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 "Belmore to Chapel Road Railway Act, 1906."

2. The carrying out 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, 1900.

3. The plan of the said work is the plan marked "Belmore to Chapel Road Railway," 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.

4. The cost of carrying out the said work, estimated at thirty-eight thousand three hundred and forty-nine pounds, shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

5.

Addison-road to Dulwich Hill Electric Tramway.

Line may be
constructed on road.

Con-structing
Authority may use
line.

5. The said line of railway may be constructed on or along or by the side of any public road or highway.

6. The Constructing Authority, and any persons authorised by him, may use the said line, or any part thereof, before it is transferred to the Railway Commissioners, and, for that purpose, may run thereon any carriages or waggons propelled or drawn by any motive power.

SCHEDULE.

This line commences at the end of the station at Belmore, and proceeds in a westerly direction across Lakemba-street and Maedonald-road, curves to the south and crosses Wiley's-lane, three-quarters of a mile beyond which a north-westerly course takes it across Punchbowl-road, and, after bending south-westerly, the line reaches and ends at the eastern boundary of Chapel-street, north of where the latter crosses Saltpan Creek, at eleven miles fifty-seven chains from Sydney, being a total distance of about three miles forty chains; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.