

Act No. 32, 1906.

GEORGE-STREET TO
ERSKINEVILLE
TRAMWAY.

An Act to sanction the construction of an electric tramway from George-street, near the Sydney railway station, to Erskineville, and for other purposes consequent thereon or incidental thereto. [17th December, 1906.]

Preamble.

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 an electric tramway, commencing at the intersection of George-street and a proposed new street, and proceeding thence via the said proposed new street, Regent, Banks, and Abercrombie streets to Erskineville: 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

George-street to Erskineville Tramway.

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 "George-street to Erskineville Short title.
Tramway Act, 1906."

2. The carrying out of the work (more particularly described Work sanctioned.
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 works, 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 "George- Plan of work.
street, via New-street, Regent, Banks, and Abercrombie streets, to Erskineville," 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 sixty- Cost, how to be
defrayed.
nine thousand one hundred and sixty-two pounds (which includes the cost of rolling stock and electric power, but exclusive of land resumption), may 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.

SCHEDULE.

This tramway commences by a junction with the George-street line at a point opposite the north-eastern end of a proposed new street, and proceeds with a double line south-westerly along that projected street and Regent-street to Banks-street, westerly along that street to Abercrombie-street, southerly, south-westerly and westerly along that street to Golden Grove street, southerly along that street to Wilson-street, along that street westerly to Burren-street, along that street southerly and under the western suburban railway; thence it continues with a single track along that street to Erskineville-street, along that street westerly to Septimus-street, along that street northerly to Albert-street, easterly along that street and Thomas-street back to Burren-street, thus forming a loop of a single line; being a total length of two miles sixteen chains, and subject to such deviation and modifications as may be considered desirable by the Constructing Authority.