

No. , 1925.

A BILL

To sanction the construction of a line of railway from Bankstown to George's River; and for purposes connected therewith.

[MR. FLANNERY;— *December, 1925.*]

BE 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:—

5 **1.** This Act may be cited as the "Bankstown to Short title. George's River Railway Act, 1925."

2.

Work
sanctioned.

The plan.

Cost.

Work may be
constructed
on road.

2. The carrying out of the work described in the Schedule is hereby sanctioned.

3. The plan of the said work is the plan marked "Schedule Plan, New South Wales Railways—Bankstown to George's River," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Commissioners. 5

4. The cost of carrying out the said work is estimated 10 at one hundred and seven thousand one hundred and fourteen pounds (exclusive of land resumptions), and shall not, under any circumstances, exceed the estimated cost by more than ten per centum.

5. The said work may be constructed on or along or 15 by the side of any public road or highway.

SCHEDULE.

THIS railway commences at the western end of Bankstown Railway Station at 11 miles 69 chains from Sydney and proceeds south-westerly across Greenwood, Weigand, Brancourt, and Brandon avenues, Oxford and Pringle avenues, also Clarence, Market, Hunter, and William streets to Augusta-street, where the line curves and crosses Edgar and Victoria streets, Sixth, Fifth, Fourth, and Third avenues and Railway-parade, thence in a westerly direction crossing Nora-street about 15 chains south of Madrid-street to the eastern or left bank of George's River at a point about 17 chains south of Rabaul-street where it terminates at 15 miles 22 chains from Sydney, being a total distance of 3 miles 33 chains; and is subject to such deviations and modifications as may be considered desirable by the Constructing Authority. 20 25
