

WARDELL-ROAD TO DARLING
ISLAND RAILWAY DEVIATION
(ROZELLE BAY TO PYRMONT)
ACT.

Act No. 17, 1915.

An Act to sanction the carrying out of a deviation of the authorised goods railway line to Darling Island as between the head of Rozelle Bay and Pymont; to provide for the use of the said line by the Constructing Authority, or by persons authorised by him; to amend the Flemington to Belmore and Wardell Road to Glebe Island and Darling Island Railways Act, 1910; and for purposes consequent thereon or incidental thereto. [Assented to, 20th February, 1915.]

George V,
No. 17.

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 deviation of the authorised goods railway line to Darling Island as between the head of Rozelle Bay and Pymont: And whereas, on the passing of the said 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

Preamble.

**Wardell-road to Darling Island Railway Deviation
(Rozelle Bay to Pymont) Act.**

- George V, No. 17.** 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 “Wardell Road to Darling Island Railway Deviation (Rozelle Bay to Pymont) 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 “Schedule Plan, proposed railway between Rozelle Bay and Darling Island alternate route,” 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 one hundred and ninety 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.
- Constructing Authority may use line. **6.** The Constructing Authority 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.
- Act No. 17, 1910. **7.** So much of the Flemington to Belmore and Wardell Road to Glebe Island and Darling Island Railways Act, 1910, and of Schedule Two to that Act as is inconsistent with this Act is hereby repealed.

**Wardell-road to Darling Island Railway Deviation
(Rozelle Bay to Pymont) Act.**

245

SCHEDULE.

**George V,
No. 17.**

To construct a double line, leaving the original line at the head of Rozelle Bay, and bearing in a south-easterly direction, passing over New-street, Johnstone-street, The Crescent, and Chapman-street; then passes through Glebe Jubilee Park, and under Victoria-road, entering a tunnel which passes under Avenue-road, Allen-street, Glebe-road, and Ferry-road. On emerging from tunnel and turning in a north-easterly direction passes over Bridge-road and Park-road, through Wentworth Park, and over Darling-street; then northerly, passing under Gipps-street, Miller-street, Hill-street, and Johns-street, Pymont; then joins original line at 10 miles 16 chains near Johns-street.

With such deviations and modifications as may be considered desirable by the Constructing Authority.
