

FLEMINGTON TO
BELMORE, AND
WARDELL-ROAD TO
GLEBE ISLAND
AND DARLING
ISLAND RAILWAYS.

Act No. 17, 1910.

An Act to sanction the construction of a line of Goods Railway from Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island ; 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. [27th August, 1910.]

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 a line of Goods Railway from Flemington to Belmore and Wardell-road to Glebe Island and Darling Island : 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 :—

Short title.

1. This Act may be cited as the "Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways Act, 1910."

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 and duties of a Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

3. The plan of the said work is the plan marked "Flemington to Belmore and Wardell-road to Glebe Island and Darling Island Railways," 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.

4.

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

4. The cost of carrying out the said work, estimated at eight hundred and thirteen thousand 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. 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, and for that purpose may run thereon any carriages or wagons propelled or drawn by any motive power.

SCHEDULES.

SCHEDULE ONE.

Flemington to Campsie.

THIS railway commences at a point on the Main Western railway at 9 miles 37 chains in a generally southerly direction. The proposed railway on reaching Arthur-street is then joined by a fork from the Main Western line. From this point it takes a south-easterly direction, crossing the southern end of the Flemington Rifle Range, and thence sweeping round across Mitchell and Barker roads towards the south-south-east, it crosses Cook's River at the intersection of the watercourses through the slaughter yards, and thence across Liverpool-road to the west, and about a chain and a half from the intersection of Liverpool and Braidwood roads. The proposed railway continues in the same direction, crossing the Braidwood-road and thence across the southern extremity of Gould street, and after spanning a watercourse it crosses diagonally Park-road, and thence at right angles across Cleveland-street to the north-east corner of Enfield Park. From this point the proposed railway skirts the eastern boundary of Enfield Park, spanning the watercourse leading from the Park Dam, and after passing over a second watercourse south of the previous one mentioned, it bears away from the park boundary to the south-east, crossing the intersection of Reginald-street and Punchbowl-road, through the piggery, and thence across the Braidwood-road due north of the public school. Still bearing south-easterly it strikes Cecilia-street diagonally at the culvert over watercourse, and from there to the south-western corner of the intersection of Albert and Baltimore streets, and after passing across the southern end of Baltimore-street the proposed railway is met by a proposed loop junctioning with the Belmore railway towards Belmore. From the point of juncture with the proposed loop, the proposed railway sweeps round towards Campsie railway station touching the dead end of Loftus-street and junctioning with the Belmore railway on the Belmore end of Campsie railway station at 7 miles 50 chains.

Total mileage of proposed railway-- 4 miles 28 chains.

SCHEDULE

SCHEDULE TWO.

Wardell-road to Darling Island.

This railway commences at a point on the Belmore railway at 5 miles 13 chains in a generally northerly direction. The proposed railway, after spanning that portion of Terrace-road which traverses the Chief Commissioner's property, bears away due north, and is joined by a loop, from the Belmore railway, branching from that railway at the existing site of Wardell-road station, provision having been made for a new island platform for Wardell-road station on the Sydney side of Wardell-road overbridge. This proposed loop on leaving the Chief Commissioner's property crosses Bedford Crescent, and thence across the corner block bounded by Bedford Crescent and Macarthur-street, across Macarthur-street, and thence due north, touching the dead end of Keith-street, to its junction with the proposed railway.

From this junction the proposed railway sweeps round in a north-westerly direction, crossing Hercules-street to the south of its bend between Consett and Kintore streets; thence across the New Canterbury road to the west of its intersection with Denison-street. The proposed railway passes through the brick-yards, and then bearing north-north-west, it touches the elbow in Denison-street; thence spanning the brick-yard waterhole, it passes across the eastern corner formed by the intersection of Constitution and Clement streets. From this point it sweeps round towards the north, passing across the lane connecting Fears-avenue with Clement-street, then, continuing its sweep, crosses Terry-street; thence spanning the watercourse leading into the stormwater channel, the proposed railway bears due north-east and crosses Davis-street midway between the stormwater channel and its intersection with Western-street. On leaving this street it spans the stormwater channel, and passes across the dead end of Nelson-street; thence continuing parallel with the stormwater channel, it crosses the dead end of Little-street. From this point the proposed railway bears round to the north again, following and running parallel to the sweep of the channel, it crosses the dead end of Short-street; thence due north across the overbridge at the junction of Eltham and Fred streets it passes to the western side of the stormwater channel, and crosses the Old Canterbury road between its intersection with Edward-street and the bridge spanning the stormwater channel.

The proposed railway then bears round towards the north-north east, and again spanning the stormwater channel between the two bends opposite Toothill-street, it passes to the channel's eastern bank, and crosses the dead end of Hudson-street. Continuing due north-north-east, it meets the railway terrace near the bridge over the stormwater channel, and thence sweeping due north, passes under the eastern span of the Lewisham underbridge, Main Suburban line.

The proposed railway then skirts the southern end of the sewer aqueduct, and continuing parallel to the stormwater channel, crosses the dead ends of Barker, John, and Cook streets; thence across the Parramatta-road at eastern end of bridge. Continuing parallel on the eastern bank of the stormwater channel, it crosses the dead ends of Hatherne and Beeston streets; thence bearing northly, the proposed railway strikes the corner formed by the junction of Kegworth-street and Lords-road. Still parallel to stormwater channel, it crosses the Abbotsford tramline at right angles at the eastern end of the Marion-street bridge.

After crossing the tramline, the proposed railway traverses the Canal-road as far as the intersection of Canal-road and Walter-street, where it bears away north-north-east, parallel to the Long Cove Creek, crossing Allan-street between its intersections with Canal and Darley roads, traversing Darley-road to its intersection with Walter-street. The proposed railway then crosses Flat-street at the elbow between Darley-road and Falls-street; and thence sweeping round across the intersection of Park-road and Falls-street, it bears east-north-east across the end of the Helsarmel-road Stormwater Canal; and thence across Hubert-street between its intersections with Wragge-street and Park-road.

Skirting

Flemington to Belmore, and Wardell-road to Glebe Island and Darling Island Railways.

Skirting Wragge-street, the proposed railway crosses Francis-street, and then bearing due east across James-street, it meets the Leichhardt tramline in Norton-street midway between its intersections with Wragge-street and Albert-lane. Continuing easterly, the proposed railway, after crossing Henry-street, skirts the northern boundary of Albert-lane to the Derbyshire-road ; and thence parallel to Ansteham-road it intersects the junction of Balmain-road and Brennan-street.

The proposed railway then bears in an east-north-easterly direction, and to the north of Brennan-street, passing over the Water and Sewerage Board's main sewer, and thence across Halloran-street, about a chain and a half north of its junction with the Abattoir-road ; then continuing parallel to Brennan-street it intersects the junction of Justin-street and the Abattoir-road. From this point it bears north-easterly, crossing the stormwater channel on the southern side of the culvert in the Abattoir-road ; and following the trend of the Abattoir road it crosses White-street midway between the stormwater channel and the junction of White-street and the Abattoir-road. From this point the proposed railway takes an east-north-easterly direction, skirting the Abattoir-road and parallel to the main stormwater channel ; thence across the stormwater culvert in Gordon-street, passing over the dock in the Federal timber-yard ; thence through the glassworks, through the meat canning factory, through Swan Brothers' timber yard on water frontage to the intersection of the Abattoir-road and the approach to Glebe Island Bridge.

In the vicinity of the glassworks, it is proposed to construct a branch line from the proposed railway on the northern side bearing north-easterly to a proposed wharf to be constructed on the north-eastern corner of Glebe Island. This proposed branch line will cross the Abattoir-road at its junction with Mullins-street, and then bear to the southern corner of Miller's timber-yard ; and thence along water frontage to proposed wharf.

The proposed main railway after crossing the Abattoir-road sweeps round to the western end of Glebe Island Bridge, where it is proposed to construct a new bridge on the northern side and parallel to the existing bridge (50 feet from the centre of the existing bridge), to carry the proposed railway across Johnstone Bay to Darling Island. On leaving this bridge it passes over Bank-street, and then sweeping round in a north-easterly direction across Hill-street, near its junction with John-street, it traverses John-street as far as Jones-street, then diverges from John-street through the block bounded by John and Harvey streets. It then crosses Harris-street at its junction with Church-street ; and thence partly traversing Church-street it sweeps across the northern end of Pyrmont-street, also touching the southern end of Point-street. The proposed railway then bends in an easterly direction, crossing John-street between its intersection with Pyrmont and Mill streets ; and thence entering the Chief Commissioner's property opposite the Darling Island footbridge, and junction with the main line to Darling Island opposite the southern end of the Darling Island grain-shed.

Total mileage, 5 miles 43 chains.