

Act No. 32, 1910.

An Act to sanction the construction of an Electric Tramway from Darley-road, Randwick, to Little Coogee; and for other purposes. [28th December, 1910.]

DARLEY-ROAD,
RANDWICK, TO
LITTLE COOGEE
TRAMWAY.
—

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 from Darley-road, Randwick, to Little Coogee: 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

Darley-road, Randwick, to Little Coogee Tramway.

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 “Darley-road, Randwick, to Little Coogee Tramway Act, 1910.”

Work sanctioned.

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.

Plan of work.

3. The plan of the said work is the plan marked “Darley-road, Randwick, to Little Coogee Tramway,” 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.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at eighty-one thousand seven hundred and sixty-three pounds (exclusive of land resumptions) shall be defrayed from such loan votes as are now or may hereafter be applicable to that 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.

SCHEDULE.

THIS proposed tramway junctions with the Randwick and Coogee tramway at the intersection of Randwick and Darley roads, and proceeds along the latter road to Orange-street; along that street to St. Mark's road; along that road to Frenchman's-road; across that road and along Glebe-street, and through about $2\frac{1}{2}$ chains of private property; also along a street 60 links wide, and across Carrington-road to Susan-street; along that street to a point opposite Fern street where, in order to obtain a grade of 1 in 15, the line enters private property on the south side of Susan-street; crosses Brook-street, about 14 chains beyond which it crosses Susan and Arden streets, and again passes through private property; crosses Beach-street, and re-enters private property; crosses Flood and Mundarrah streets, and passes through the south-western corner of the land reserved in connection with the Little Coogee public baths. The line then enters the recreation reserve, where it terminates in close proximity to the bathing-sheds on the south-western shore of Little Coogee Bay. The steepest grade is 1 in 15. The line passes through about 54 chains of privately owned land.