

## Act No. 35, 1910.

GREAT WESTERN  
RAILWAY  
DUPLICATION  
(EMU PLAINS AND  
BLAXLAND).  
—

### An Act to sanction the duplicating of the Great Western Railway between Emu Plains and Blaxland; and for other purposes. [28th December, 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 duplication of the Great Western Railway between Emu Plains and Blaxland: 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 "Great Western Railway Duplication (Emu Plains and Blaxland) Act, 1910." 2.

*Great Western Railway Duplication (Emu Plains and Blaxland).*

**2.** The carrying out the said work, more particularly described Work sanctioned 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.

**3.** The plan of the said work is the plan marked "Great Plan of work. Western Railway Duplication (Emu Plains and Blaxland)," 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.** The cost of carrying out the said work, estimated at one Cost, how to be hundred and forty-seven thousand pounds (exclusive of cost of land defrayed. resumption) 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 the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

## SCHEDULE.

To duplicate the existing Western Railway from Emu Plains, mileage 35 miles 56 chains to mileage 36 miles 52·35 chains, from which point a new double line to be constructed in a westerly direction for about 40 chains; thence south-westerly for about 40 chains to new mileage 37 miles 55·65 chains; thence a single line loop about 32 chains in length, bearing south to connect with the existing line at 37 miles 45 chains existing mileage, to be used for up traffic; for down traffic only, a new single line to be constructed from new mileage 37 miles 55·65 chains, crossing the existing line at 37 miles 28·5 chains existing mileage; thence following the eastern slope of the Lapstone Range in a southerly direction generally, and approximately parallel to the existing line for about a mile; thence in the same direction up to the junction of the Glenbrook Creek and the Nepean River; thence passing round the point of the Lapstone Range and along its western slope, following the course of the Glenbrook Creek for about a mile; thence passing through the range and bearing away more northwards towards Glenbrook village and the existing line. From the village of Glenbrook this single line to follow the general direction of the existing line, but about 20 chains on down side of same, to a point opposite 40 miles 70 chains on the existing line; thence turning north-easterly, and crossing the latter at 41 miles 4 chains existing mileage, following the same direction for another 24 chains to new mileage 41 miles 61·9 chains, there to join a new single loop-line, connecting with existing line; and thence a new double line to be constructed, connecting with the existing line at Blaxland at 41 miles 53·73 chains existing mileage.

Glenbrook station on existing line (being the new up line), to remain as at present, and a new station on the down line, 28 chains south-west of Glenbrook station, to be provided at new mileage 41 miles 73 chains.

The work to be subject to such modifications and deviations as may be considered desirable by the Constructing Authority.