

SOUTH COAST  
RAILWAY DEVIATION  
(WATERFALL AND  
OTFORD).  
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**An Act to sanction the carrying out of a deviation of the South Coast Railway, between Waterfall and Otford; and for other purposes.**  
[15th November, 1911.]

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 carrying out of a deviation of the South Coast Railway between Waterfall and Otford: 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 "South Coast Railway Deviation (Waterfall and Otford) Act, 1911." **2.**

*South Coast Railway Deviation (Waterfall and Otford).*

**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 "South Plan of work. Coast Railway Deviation between Waterfall and Otford," 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 two Cost, how to be defrayed. hundred and thirty-one thousand pounds (exclusive of cost of land 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.

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SCHEDULE.

To duplicate the existing South Coast Railway Line from Waterfall station, mileage 24 miles 10 chains, to mileage 25 miles 16·2 chains.

From this point a new double line to be constructed approximately parallel to, and on the up side of, the existing line as far as Cawley, mileage 26 miles 37 chains, whence it will turn sharply to the north-east, crossing the existing line at 26 miles 42 chains; thence taking a north-easterly bearing along the slope of the Cawley Range for about half a mile, the new line will bend south-easterly, crossing the range and returning in a south-westerly direction towards the existing line, crossing the same at 27 miles 20 chains, and recrossing 14 chains further on. The new line will then pass over Wilson's Creek, also over an arm of the creek, and bend away from the existing line on a north-easterly bearing along the slope of Wilson's Range; crossing through the range and turning eastward through portion 16, it will curve round and bear south-west towards the existing line, cutting through the southern corner of portion 18, and bending again south-easterly in portions 19 and 21 will strike Stuart's Range near the present No. 6 tunnel, at mileage 30 miles 70 chains.

Passing through this range, the new line will meet the existing line at mileage 29 miles 3·71 chains, whence the existing line will be duplicated as far as Otford station, mileage 30 miles 35 chains. The actual deviation, starting from 25 miles and ending at 29 miles 3 chains 7 links (existing line mileage), will be 6 miles 31 chains.

A branch line to be constructed from 30 miles 35 chains 30 links on the new duplication to the Metropolitan Colliery, crossing the existing main line, and joining the existing colliery line at 31 miles 1 chain 79·2 links, being approximately 46·49 chains in length.

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