

**ILLAWARRA RAILWAY
DEVIATION (OTFORD TO
CLIFTON) ACT.**

Act No. 21, 1915.

An Act to sanction the carrying out of a deviation George V,
of the Illawarra railway line between Otford
and Clifton; to provide for the use of the
said line by the Chief Commissioner for Rail-
ways and Tramways, or by persons authorised
by him; and for purposes consequent thereon
or incidental thereto. [Assented to, 18th
August, 1915.]

WHEREAS in accordance with the provisions of Preamble. 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 Illawarra railway line between Otford and Clifton: 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 of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

- 1.** This Act may be cited as the "Illawarra Railway short title. Deviation (Otford to Clifton) Act, 1915."
- 2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby Work
sanctioned. sanctioned; and the Chief Commissioner for Railways and Tramways is hereby authorised to undertake and carry

George V. carry out the said work, subject to the provisions of
No. 21. 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 "Proposed Deviation, Otford to Coal Cliff," 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 two hundred and seventy-three 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.

Chief Commissioner may use line.

6. The said Chief Commissioner 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.

SCHEDULE.

THIS railway deviation commences at 30 miles 35 chains from Sydney on the Illawarra railway, and proceeds south-westerly for about 30 chains, southerly for about 12 chains, again south-westerly and skirts Port Hacking River, crosses under the South Coast road in a tunnel, thence along foot of cliffs, crosses Hargraves Creek, and along the back of Stanwell Park Station, crosses over Stanwell Creek, curves, and takes an easterly direction for about 50 chains; a south-westerly direction is again taken, and the South Coast road is followed for a short distance, and a junction is again made with the Illawarra railway at 33 miles 54 chains 40 links from Sydney, and 34 miles 33 chains 60 links via the deviation, being a total distance of 3 miles 78 chains 60 links, and subject to such deviations and modifications as may be considered desirable by the constructing authority.