

RICHMOND TO KURRAJONG RAILWAY ACT.

Act No. 16, 1919.

George V. No. 16. An Act to sanction the construction of a line of railway from Richmond to Kurrajong; to provide for the use of the said line during construction; to authorise the construction of the said line on, along, or by the side of any road or highway; to amend the Public Works Act, 1912; and for purposes consequent thereon or incidental thereto. [Assented to, 26th November, 1919.]

Preamble. **W**HEREAS in accordance with the provisions of 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

construction of a line of railway from Richmond to Kurrajong: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on some Member of the Executive Council having a seat in the said Assembly, 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 "Richmond to Kurrajong Railway Act, 1919."

2. The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned.

3. The plan of the said work is the plan marked "Richmond to Kurrajong," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Commissioners.

4. The cost of carrying out the said work, estimated at sixty-one thousand four hundred 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.

5. The said line of railway may be constructed on or along or by the side of any road or highway.

6. Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said Authority may, in its discretion, make and maintain such fences in connection with the said line of railway as it may think fit.

7.

George V. **7.** The Railway Commissioners for New South Wales
No. 16. and any persons authorised by them may during con-
 Use of line struction use the said line, or any part thereof, and for
 during that purpose may run thereon any carriages or waggons
 construction. propelled or drawn by any motive power.

SCHEDULE.

THIS extension of the Blacktown to Richmond Railway commences at the terminus in Richmond at 37 miles 62 chains 67 links from Sydney, and proceeds in a north-westerly direction across East Market street, through the south-eastern corner of the park, along March-street, and across the Hawkesbury River road bridge; thence it leaves the main road and passes through the south-eastern portion of the village of Enfield, and continuing north-westerly, bisects the racecourse and ascends and crosses Red Bank Creek, about $2\frac{1}{2}$ miles beyond which it reaches the main road from South Kurrajong to Grose Valley, the south-eastern side of which it ascends northerly to the terminus, at 44 miles 50 chains 85 links, near Woodhill's store, Mount Mailland, at the junction of the Grose Valley and the Richmond to Kurrajong roads, being a total distance of 6 miles 68 chains 18 links, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.
