

REGENT'S PARK TO CABRAMATTA RAILWAY ACT.

Act No. 23, 1919.

George V, No. 23. An Act to sanction the construction of a line of railway from Regent's Park to Cabramatta; to authorise the construction of the said line on roads; to authorise the use of the said line during construction; and for purposes consequent thereon or incidental thereto. [Assented to, 5th December, 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 of a line of railway from Regent's Park to Cabramatta: 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:—

Short title. **1.** This Act may be cited as the "Regent's Park to Cabramatta Railway Act, 1919."

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

Plan of work. **3.** The plan of the said work is the plan marked "Schedule Plan—Regent's Park to Cabramatta," 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.

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4. The cost of carrying out the said work, estimated at one hundred and forty thousand five hundred and seventy-eight pounds (exclusive of land resumptions), may 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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Cost, how to
be defrayed.

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

Line may be
constructed
on road.

6. The Railway Commissioners for New South Wales and any persons authorised by them may during construction use the said line or any part thereof, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

Use of line
during
construction.

SCHEDULE.

This railway commences at the terminus of the branch line from Lidcombe to Regent's Park at 12 miles 27 chains 90·15 links from Sydney, and crosses the Sydney water supply pipe line, Park, Clapham, and King streets, and takes an almost due west direction on the southern side of the latter street and on the northern side of Wellington-road, crosses Campbell Hill road, Miller and Fripp streets, also Woodville-road, formerly called Dog Trap road, where the line bends south-westerly and crosses Carrington-road, Prospect Creek, Prospect-road, Lansdowne and Canley streets, and junctions with the Great Southern railway at 17 miles 35 chains 73·27 links from Sydney, and about a quarter of a mile on the Sydney side of the Cabramatta station, being a total distance of 5 miles 7 chains 83·12 links, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

BALLINA