

CURL CURL TO FRESHWATER TRAMWAY ACT.

Act No. 55, 1923.

An Act to sanction the construction of a line of tramway from Curl Curl to Freshwater; and for purposes connected therewith. [Assented to, 21st December, 1923.] George V,
No. 55.

BE it 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 "Curl Curl to Freshwater Tramway Act, 1923." Short title.

2. The carrying out of the work described in the Schedule to this Act is hereby sanctioned. Work sanctioned.

3. The plan of the said work is the plan marked "Schedule Plan, N.S.W. Tramways, Curl Curl to Freshwater," 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 Railway Commissioners. The plan.

4. The cost of carrying out the said work (exclusive of land resumptions) is estimated at twenty-one thousand nine hundred and sixty-six pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum. Cost.

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

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THIS tramway commences by a junction with the Manly to Narrabeen line immediately north of the crossing of Curl Curl Lagoon at 1 mile 47 chains from Manly and proceeds north-westerly along Pittwater-road and through private property: thence a north-easterly direction is taken across Dalley-road and again through private property to Curl Curl street, northerly along part of that street to Lawrence-street, easterly along that street to Albert-street and south-easterly through private property and along Moore-road to the esplanade at Queenscliffe Beach, where the line terminates at 2 miles 34 chains from Manly, being a total distance of 67 chains, but is subject to such deviations and modifications as may be considered desirable by the Constructing Authority.
