

CITY AND SUBURBAN ELECTRIC RAILWAYS (AMENDMENT) ACT.

Act No. 13, 1947.

An Act to sanction and provide for the construction of further electric railways in the City of Sydney, and certain suburbs thereof; to amend the City and Suburban Electric Railways Act, 1915-1934, the Public Works Act, 1912, and certain other Acts; and for purposes connected therewith. [Assented to, 28th March, 1947.]

George VI.
No. 13, 1947.

BE

City and Suburban Electric Railways (Amendment) Act.

No. 13, 1947.

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 :—

Short title
and
citation.

1. (1) This Act may be cited as the "City and Suburban Electric Railways (Amendment) Act, 1947."

(2) The City and Suburban Electric Railways Act, 1915, as amended by subsequent Acts and by this Act, may be cited as the City and Suburban Electric Railways Act, 1915-1947.

Amendment
of Act No.
29, 1915.

2. The City and Suburban Electric Railways Act, 1915-1934, is amended—

Sec. 2.
(Work
sanctioned.)

(a) by omitting from section two the word "Schedule" and by inserting in lieu thereof the words "First Schedule";

Sec. 3.
(Construct-
ing
Authority.)

(b) by omitting section three;

Sec. 5.
(Cost, how
to be
defrayed.)

(c) by omitting from section five the word "Schedule" and by inserting in lieu thereof the words "First Schedule";

New secs.
5A-5C.

(d) by inserting next after section five the following new sections:—

Second
Schedule
work sanc-
tioned.

5A. The work described in the Second Schedule to this Act is hereby sanctioned and shall be deemed to be an authorised work within the meaning of the Public Works Act, 1912, but the provisions of sections thirty-four, thirty-five, thirty-six and thirty-seven of that Act shall not apply to the said work, and the provisions of section thirty-eight shall apply to any contracts for carrying out such work.

Plan of
Second
Schedule
work.

5B. The plan of the work described in the Second Schedule to this Act is the plan marked "Dept. of Railways N.S.W. Metropolitan System Eastern and Southern Sections" signed by The Commissioner for Railways as Constructing Authority and countersigned by the
Chief

Chief Civil Engineer of the Department of Railways and deposited in the office of the Commissioner for Railways. No. 13, 1947.

5c. The cost of carrying out the work described in the Second Schedule to this Act— Cost, how
to be
defrayed.

- (a) as Eastern Suburbs Railway is estimated at nine million four hundred and forty-nine thousand pounds;
- (b) as Eastern Suburbs Railway (Future Extension) is estimated at three million one hundred and seventy thousand pounds;
- (c) as South Eastern Suburbs Railway (I) is estimated at six million four hundred and forty-nine thousand pounds;
- (d) as South Eastern Suburbs Railway (I) (Future Extension) is estimated at ten million three hundred and five thousand pounds;
- (e) as South Eastern Suburbs Railway (II) is estimated at six million three hundred and thirty-eight thousand pounds;
- (f) as South Eastern Suburbs Railway (II) (Future Extension) is estimated at two million pounds;
- (g) as Southern Suburbs Railway is estimated at two million five hundred and seventy-nine thousand pounds; and
- (h) as Southern Suburbs Railway (Future Extension) is estimated at three million seven hundred and ten thousand pounds.

The cost of carrying out the work in connection with The City Railway of constructing an overhead roadway is estimated at three hundred thousand pounds.

Any such estimated cost is exclusive of land resumption.

Any

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Any such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum.

Sec. 6.
(Railways
constructed
over roads,
etc.)

- (e) by omitting from section six the words "The said lines of railway" and by inserting in lieu thereof the words "The lines of railway authorised to be constructed under the foregoing provisions of this Act";

Sec. 7.
(Constructing
Authority
may use
works.)

- (f) by omitting section seven;

Sec. 8.
(Amend-
ments of
Public
Works Act,
1912.)

- (g) (i) by omitting paragraphs one, two, four, five, six, seven, eight, nine and ten of section eight;
(ii) by omitting paragraph eleven of the same section and by inserting in lieu thereof the following paragraph:—

(11) Section one hundred and twenty-four is amended—

- (a) by omitting the words "and they shall assess the same according to what they find to have been the value of such lands, estate or interest at the time notice was given, or notification published, as the case may be," and by inserting in lieu thereof the words "and in the case of lands purchased or taken for the purposes of the work described in the First Schedule to the City and Suburban Electric Railways Act, 1915-1947, they shall assess the same according to what they find to have been the value of such lands, estate or interest immediately before the commencement of the City and Suburban Electric Railways Act, 1915, and in the case of lands purchased or taken for the purposes of the work described in the Second Schedule

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to the City and Suburban Electric Railways Act, 1915-1947, they shall assess the same according to what they find to have been the value of such lands, estate or interest as at the first day of January, one thousand nine hundred and forty-seven";

(b) by omitting the words "by notification in the Gazette";

(iii) by omitting from paragraph thirteen of the same section the word "Schedule" and by inserting in lieu thereof the words "First and Second Schedules to this Act."

(h) by omitting section fourteen and by inserting in lieu thereof the following section:—

**Substituted
sec. 14.**

14. The Governor may, by notice in the Gazette, declare that this section shall apply to any purchases made before the commencement of the City and Suburban Electric Railways (Amendment) Act, 1947, by or on behalf of the Commissioner for Railways of any lands therein mentioned, and thereupon as from the respective dates of such purchases such purchases shall be deemed to have been and to be valid and to have been made by the Commissioner for Railways as Constructing Authority for a work authorised by section 5A and the Second Schedule of this Act, and the provisions of this Act shall be deemed to have applied in respect of such purchases and of such lands as if such provisions were in force on the said dates respectively.

**Validation
of certain
purchases.**

(i) by inserting next after section fifteen the following new sections:—

**New sec.
16, 17.**

16. The work sanctioned by this Act and described in the First Schedule as "The City Railway" shall be deemed to include and always to have included in connection with the construction of a station at Circular Quay the construction of an overhead roadway passing over the

**Further
extension
of work
sanctioned.**

E

approaches

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approaches to such station and station building and the construction of such overhead roadway and the doing of all matters or things in or in connection with its construction shall be deemed to be and always to have been part of the work sanctioned by section two of this Act.

**Employ-
ment of
temporary
officers.**

17. In the construction of the work sanctioned by section 5A of this Act and in the construction of the overhead roadway in connection with the City Railway referred to in section sixteen of this Act the Constructing Authority may employ temporary officers who shall not be liable to contribute to the Government Railways Superannuation Account and to whom Part IX of the Government Railways Act, 1912-1945, and sections seventy-two, seventy-five, seventy-six and eighty-six of that Act shall not apply.

Schedule.

- (j) (i) by omitting from the Schedule the word "Schedule" and by inserting in lieu thereof the words "First Schedule";
- (ii) by omitting from the same Schedule the subheadings "Eastern Suburbs Railway to Bondi" and "Western Suburbs Railway to Weston-road" and the matter appearing under such sub-headings;

**Second
Schedule.**

- (k) by inserting at the end of the First Schedule the following new Schedule:—

SECOND SCHEDULE.

Eastern Suburbs Railway.

THE railway, double track, leaves Central Station (Chalmers-street), and proceeds in single track superimposed tunnels under the present City Railway viaduct in Belmore Park, to join the existing low level tunnels at the Town Hall Station. Between Town Hall and Central Stations, allowance will be made for a third tunnel to accommodate a train and facilities for terminating trains at Town Hall Station will be provided. The two lines of railway then continue in single track tunnels to a new station in Martin-place, and thence under Macquarie-street and the Domain.

From the Domain the railway is carried on open viaduct to Kings Cross Station, which is some 45 feet below the surface. The line then proceeds east to Bondi Beach, with
stations

stations at Rusheutters Bay (Stadium), Double Bay, Edge-
cliff, Bondi Junction, Bellevue Hill, Bondi-road,
Tamarama, and the terminus at Bondi Beach. **No. 13, 1947.**

The railway will be underground, except for four short sections, totalling 1 mile 40 chains, viz.:—the Domain to Kings Cross viaduct; Rusheutters Bay Park; Edgecliff; and at Bondi Beach, where the line and station will be constructed on open viaduct. Open-air stations will be constructed at Stadium, Edgecliff and Bondi Beach.

At Martin Place, Town Hall, and Bondi Junction stations, facilities will be provided for turning back trains operating to and from those stations.

The total length, inclusive of sidings and junctions, will be 14 miles 70 chains of single track, of which 3 miles are above ground and 11 miles 70 chains are below ground, and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

Eastern Suburbs Railway (Future Extension).

The double-track railway from Bondi Beach Station will proceed on open viaduct to North Bondi, and continue in a north-westerly direction to Dover-road (Rose Bay), and thence still above ground to the Double Bay Station at the corner of Edgecliff-road and New South Head road, where the underground junction is made and the loop completed.

The total length, inclusive of sidings and junctions, will be 8 miles 10 chains of single track, of which 6 miles are above ground and 2 miles 10 chains are below ground, and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

South Eastern Suburbs Railway (I).

This railway, double-track, connects with the City Railway between St. James Station and Museum Station, under Hyde Park, by means of two junctions, and proceeds underground at low level under Oxford-street and Wentworth Avenue Station to Darlinghurst (Taylor Square Station), continuing under Victoria Barracks and Moore Park road, where the Cricket Ground Station is situated.

The line then turns south, passing along the eastern side of the Show Ground, with a station conveniently placed for service to the Show Ground and Centennial Park. This will be an open-air station, with the line now on viaduct through the Park to Randwick Racecourse. The Racecourse Station will be designed to handle the heavy traffic

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traffic on race days, as well as accommodating the ordinary suburban services. This section of the line will terminate at Kingsford, with a station immediately south of Rainbow-street. Storage sidings for the Racecourse and Show Ground traffic will be located at Kensington.

A double-track loop connection between Central (new station) and Taylor Square will be provided.

North of St. James Station, a crossover will be constructed between the existing East Inner and City Inner tunnels, giving connection to the City Railway from the Eastern and Southern suburbs.

The total length, inclusive of sidings and junctions, will be 12 miles of single track, of which 6 miles are above ground and 6 miles are below ground, and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

South Eastern Suburbs Railway (I) (Future Extension).

This double-track railway from Kingsford Station proceeds on open viaduct in a southerly direction to Matraville, thence in an easterly route to Maroubra Bay, with a station in the vicinity of the Public School. Turning north the line continues under the old rifle range, Rainbow-street, and Belmore-road to Alison-road, where the Randwick Station is situated. Emerging below Cowper-street the railway proceeds on open viaduct parallel to King-street, and crossing the southern end of Centennial Park, junctions with the South Eastern line (I), just before entering the Show Ground Station.

The total length, inclusive of sidings and junctions, will be 12 miles 70 chains of single track, of which 7 miles 70 chains are above ground and 5 miles are below ground, and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

A connection is also made with the South Eastern Suburbs line (II) at Coogee, thus enabling traffic to proceed via Bondi Junction.

The total length, inclusive of sidings and junctions, is 1 mile 40 chains of single track, of which 40 chains are above ground and 80 chains are below ground, and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

A double-track railway continues from Matraville in a southerly direction to Little Bay and La Perouse. The railway will be on open viaduct mostly, with short distance underground. Stations to be provided at Beauchamp-road, Wassell-road, Little Bay road (Prince Henry Hospital) and La Perouse.

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The total length, inclusive of sidings and junctions, is **No. 13, 1947.**
8 miles 60 chains of single track, and is subject to such
diversions and modifications as may be considered desir-
able by the Constructing Authority.

South Eastern Suburbs Railway (II).

This is a double-track underground railway connecting Taylor Square Station (Darlinghurst) and Bondi Junction, with intermediate stations at Paddington, Woollahra and Nelson-street. Passing through Bondi Junction Station the line turns south and proceeds to Coogee, with an underground station at Waverley, and thence in open cut and viaduct, with open-air stations at Bronte, Clovelly and Coogee.

The total length, inclusive of sidings and junctions, is 8 miles 60 chains of single track, of which 3 miles are above ground, and 5 miles 60 chains are below ground, and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

South Eastern Suburbs Railway (II) (Future Extension).

A double-track railway from Maroubra Beach Station proceeds south to Long Bay. The railway will be on viaduct and bank with stations conveniently placed between Maroubra and Long Bay terminus. The total length, inclusive of sidings and junctions, is 4 miles of single track and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

Southern Suburbs Railway.

This railway, double-track throughout, junctions at Swamp-road with extensions to the Bankstown and East Hills railways, and is carried on a high-level bank adjacent to the existing Botany Goods line as far as the Kingsford-Smith Aerodrome, where it turns north to stations at Shea's Creek and Gardeners-road, and then proceeds almost parallel to the Botany-road to a new underground station at Redfern. Intermediate open-air stations are situated at Beaconsfield and Alexandria.

The total length of this line from Swamp-road to Redfern, inclusive of sidings and junctions, is 7 miles 20 chains of single track, of which 6 miles 30 chains are above ground and 70 chains are below ground, and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

Southern Suburbs Railway (Future Extension).

From a junction at Gardiners Road Station (Southern Suburbs Railway), this double-track railway turns south
and

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and proceeds on open viaduct to Mascot, thence continuing adjacent to the existing Botany Goods line as far as Banksia-street, from which point the line proceeds east to Matraville Junction to connect with the South Eastern Suburbs Railway, forming a complete two-track loop railway around the South and South Eastern Suburbs. Stations at suitable points will be provided.

The total length, inclusive of sidings and junctions, is 8 miles 60 chains of single track, and is subject to such diversions and modifications as may be considered desirable by the Constructing Authority.

Power.

Electric power for operating the above railways, and cables for the transmission of power.
