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VICTORIÆ REGINÆ.

A.D. 1891.

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Private Act.

An Act to amend "The Adelaide, Unley, and Mitcham Tramways Act, 1877," and to authorise "The Adelaide, Unley, and Mitcham Tramway Company, Limited," to enlarge the Tramways, numbered 1 and 2, described in the said "The Adelaide, Unley, and Mitcham Tramways Act, 1877," by constructing, maintaining, and working a duplicate line of tramway between the Adelaide terminus of the Company's line and the Company's tramsheds at Unley, and for other purposes.

[Assented to, December 19th, 1891.]

WHEREAS the construction, maintenance, and working of tramways in and between the City of Adelaide and the townships of Unley and Mitcham, and places suburban thereto, has been of great local and public advantage: And whereas it is desirable to amend "The Adelaide, Unley, and Mitcham Tramways Act, 1877": And whereas the enlargement of such tramways, in such manner as not to impede or injure ordinary traffic, would be productive of further local and public benefit and convenience: And whereas a certain Joint Stock Company, registered under "The Companies Act, 1864," as "The Adelaide, Unley, and Mitcham Tramway Company, Limited," are ready and willing, at their own expense, to construct, maintain, and work a duplicate line of tramway between the Adelaide terminus of the Company's line and the Company's tramsheds at Unley, in addition to and in conjunction with their line of tramway to Mitcham, but the authority of Parliament is requisite to enable the Company to do so, and it is therefore desirable

Preamble.
desirable to confer on the Company all rights, powers, privileges, and immunities necessary or convenient for the construction, maintenance, and working of such enlarged line of tramway—Be it therefore Enacted by the Governor of the Province of South Australia, with the advice and consent of the Legislative Council and House of Assembly of the said province, in this present Parliament assembled, as follows:

1. This Act may, for all purposes, be cited as “The Adelaide, Unley, and Mitcham Tramways Act, 1877, Amendment, and Tramways Enlargement Act,—1891.”

2. “The Adelaide, Unley, and Mitcham Tramways Act, 1877,” except so far as the same is deemed to be repealed by “The General Tramways Act, 1884,” or is repealed or varied by this Act and “The General Tramways Act, 1884,” save so far as the same is varied or excepted by this Act, shall be incorporated with and form part of this Act.

3. In the construction of this Act, unless there shall be something in the subject matter or context repugnant to such meanings—

The expression “the Company” shall mean “The Adelaide, Unley, and Mitcham Tramway Company, Limited,” with such extended rights, privileges, duties, and liabilities as are in accordance with the further provisions of this Act conferred on the Company:

The expression “the tramways” shall mean the tramways by this Act authorised, or any part thereof:

The expression “street” shall mean any public street, road, footpath, or place along or across which the tramways are authorised to be made:

The expression “the principal Act” shall mean “The Adelaide, Unley, and Mitcham Tramways Act, 1887”:

The expression “the deposited plans” shall mean as well the plans and sections of the tramways and the book of reference thereto which were, on the thirtieth day of July, one thousand eight hundred and ninety-one, deposited in the office of the Examiner of Private Bills, in the office of the Surveyor-General at the Government Offices, Adelaide, in the office of the Town Clerk of the Corporation of the City of Adelaide at Adelaide, and in the office of the Town Clerk of the Corporation of the Town of Unley, at Unley, as the plans and sections of the tramways and the book of reference thereto which were on the sixth day of November, one thousand eight hundred and seventy-seven, deposited in the said office of the said Surveyor-General.

4. The
4. The said plans deposited on the sixth day of November, one thousand eight hundred and seventy-seven, shall have effect as amended, altered, or varied by the said plans deposited on the thirtieth day of July, one thousand eight hundred and ninety-one.

5. In addition to the tramways authorised by the principal Act, and subject to the provisions of this Act, the Company may make, form, lay down, construct, maintain, and work, on the lines shown on the deposited plans, the tramways hereinafter described, and also the curves and turnouts shown on the deposited plans or such portion thereof as the Company may think expedient, with all proper rails, plates, works, sidings, crossings and junctions, stations, approaches, and conveniences connected therewith.

6. The tramways herebefore referred to and authorised by this Act are as follows:—A tramway, "No. 4 Enlargement," two miles three furlongs and fifty links, beginning at a point marked A on plan, in Flinders-street, in the city of Adelaide, opposite the intersection of the eastern side of Victoria-square with the southern side of Flinders-street; thence passing eastward along Flinders-street to the junction of Flinders and Pulteney streets, thence southward along Pulteney and Hanson streets to a point north of Hurtle-square; thence along Carrington-street to the west side of Hurtle-square, and passing along the west side of the said square to a point at its southern end; thence southward along Hanson-street to South-terrace, together with all crossings of all streets and roads included in the above route; thence passing southward along the Unley-road to the Company’s tramsheds, at Unley, to a point marked C on plan in the said Unley-road, opposite the intersection of the northern boundary of Eton-street with the said Unley-road, together with all crossings of all streets and roads included in the above route.

7. Section 4 of the principal Act is hereby repealed so far as relates to such portions of tramway lines numbered 1 and 2 as consists of the curves at the intersection of Flinders and Pulteney streets (known as "Oliver’s Corner"), and at the north and north-eastern end of Hurtle-square (known as the "Aberdeen Corner"), and at the south and south-eastern end of Hurtle-square, and the line of tramway along the Unley-road from South-terrace to the Company’s tramsheds at Unley; and all powers granted to the Company in respect of such portions of the said tramway lines numbered 1 and 2 shall, from the alteration thereof by the Company and the completion of the line of tramway by this Act authorised, absolutely cease.

8. The Company shall alter the said curves at "Oliver’s Corner," at the "Aberdeen Corner," and at the south and south-eastern end of Hurtle-square, in accordance with the deposited plans, and shall also alter the existing line of tramway along the Unley-road from South-terrace, Adelaide, to the Company’s tramsheds at Unley, by
by transferring the same so that the centre line thereof shall run parallel with and on the eastern side of the centre line of the said Unley-road, at a distance of not less than four feet six inches therefrom.

9. The Company shall, in altering the said curves and line, take up all the rails, plates, sleepers, guards, and other materials connected with such curves and line, and do and perform all acts and things necessary for such purposes, and shall thereupon fill in the ground and make good the surface, and generally restore the portion of the streets taken up for the purposes aforesaid, and remove all surplus rubbish occasioned thereby.

10. The centre line of every tramway, except where the line of such tramway shall be a curve, and except in the case of turnouts shown on the deposited plans, shall be as follows:—In Flinders-street such centre line shall run parallel with and on the southern side of the centre line of such street, at a distance of not less than five feet six inches therefrom; in Pulteney and Hanson streets such centre line shall run parallel with and on the western side of the centre line of such streets, and at a distance of not less than five feet six inches therefrom; on the western side of Hurtle-square such centre line shall be the centre line of the street or road; and between South-terrace and the Company's tramsheds at Unley such centre line shall run parallel with and on the western side of the centre line of the road, at a distance of not less than four feet six inches therefrom.

11. The line of tramway by section 8 of this Act authorised to be altered, and the tramways hereby authorised to be made, shall be constructed and maintained in accordance with section 6 of "The General Tramways Act, 1884."

12. The tramways when completed shall be used as follows, that is to say—The line of tramway on the northern side of Flinders-street, the eastern side of Pulteney and Hanson streets and Hurtle-square and Unley-road to the Company's tramsheds at Unley, shall be used only for cars going from Adelaide; and the line of tramway on the western side of Unley-road, Hanson and Pulteney streets, and Hurtle-square, and on the southern side of Flinders-street to the Adelaide terminus of the Company's line, shall be used only for cars coming to Adelaide.

13. The alterations referred to in section 8, and the tramways by this Act authorised to be made, shall be completed for traffic within eighteen months from the passing of this Act, or within such further time (if any), not exceeding twelve months from the end of such eighteen months, as the Governor may see fit to allow.

14. Section 87 of the "principal Act" is hereby repealed.

15. The
The Adelaide, Unley, and Mitcham Tramways Act, 1877, Amendment and Tramways Enlargement Act.—1891.

15. The provisions and regulations as to fees, tolls, and charges for the conveyance of passengers and goods payable under the "principal Act" shall apply to the tramways authorised by this Act.

16. The sum of One Hundred and Twenty-Five Pounds deposited with the Treasurer of the said province, in pursuance of the thirty-fifth Joint Standing Order of the Houses of Parliament relating to Private Bills, shall be returned to the Company, their successors, or assigns, on the completion of the works hereby authorised to be completed within the time mentioned in section 13 of this Act.

17. Nothing herein contained shall be deemed or construed to exempt the tramways by this Act authorised to be made from the provisions of any general Act relating to tramways now in force, or which may hereafter pass during this or any future session of Parliament, or from any future revision and alteration under the authority of Parliament of the maximum rates of fares and charges authorised by this and the "principal Act."

In the name and on behalf of Her Majesty, I hereby assent to this Bill.

KINTORE, Governor.