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# EDWARDI VII REGIS.

A.D. 1909.

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No. 995.

An Act to amend "The Adelaide Loop-Line Railway Act, 1908," and for other purposes.

[Assented to, December 11th, 1909.]

**B**E it Enacted by the Governor of the State of South Australia, with the advice and consent of the Parliament thereof, as follows:

1. This Act may be cited alone as "The Adelaide Loop-Line Railway Act Amendment Act, 1909"; and "The Adelaide Loop-Line Railway Act, 1908" (hereinafter called "the principal Act"), and this Act may be cited together as "The Adelaide Loop-Line Railway Acts, 1908 and 1909." Short title.

2. This Act is incorporated with the principal Act and all Acts incorporated therewith. Incorporation.

3. (1) The principal Act shall be construed as if, in addition to anything thereby authorised, it authorised the South Australian Railways Commissioner (in this Act called "the Commissioner") to construct general railway goods yards and running sheds for the purposes of any railway or railways now or hereafter under his control, and any other works and conveniences connected with or for the purposes of any such railway or railways, goods yards, or running sheds. Construction of principal Act.

(2) All things authorised by the principal Act, or the principal Act as construed by virtue of this Act, shall be deemed to be a railway or line of railway by a special Act authorised to be constructed at the public expense, and the Commissioner shall have all the

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the powers which he would have if such things were a railway or line of railway so authorised to be constructed.

Power to take lands.

4. The Commissioner may enter upon and take and retain possession of and purchase any lands which are or may be necessary or by him deemed necessary for the purpose of anything authorised by the principal Act, or by the principal Act as construed by virtue of this Act, including (but without limiting the operation of this section) the lands described in the Schedule to this Act.

Compensation.

5. The price and compensation to be paid to the owner or owners of any lands so taken and purchased shall be determined and paid pursuant to the Acts mentioned in the First Schedule to the principal Act and as if this Act were the special Act, but in ascertaining the said price and compensation regard shall not be had to any enhanced value accrued or accruing to the said lands in consequence of the passing of, or any works constructed or proposed to be constructed under, this or the principal Act.

Commissioner's power over lands taken.

6. The Commissioner may—

- i. Use all or any portion of the said lands for the purposes of all or any of the things authorised by the principal Act, or the principal Act as construed by virtue of this Act, and any other purposes he deems expedient in connection with any railway or railways now or hereafter under his control;
- ii. Construct on the said lands all or any of the things referred to in subdivision (i.) of this section; and
- iii. Use the said lands as he deems expedient for the more convenient exercise of any powers vested in him.

Validation of purchases already made.

7. All purchases and contracts heretofore made by or with the Commissioner for the purchase of any lands shown on the deposited plan referred in section 4 of the principal Act are hereby confirmed and declared to be valid.

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

DAY H. BOSANQUET, Governor.

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THE SCHEDULE.  

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Firstly—All that piece or portion of land, containing twenty-two acres two roods and twenty-five perches, being part of section No. 3, hundred of Adelaide, being the whole of the land comprised in the certificate of title thereof, register book, volume 720, folio 110; and Section 4.

Secondly—All that piece or strip of land, containing three roods and fifteen perches, being parallel to and adjoining the northern boundary of the piece of land firstly above described, which said strip of land measures on the most southerly side next to the northern boundary of the said piece of land firstly above described one thousand two hundred and thirty-eight feet and six inches or thereabouts; on the most westerly side next the Holdfast Bay railway line thirty-five feet six inches or thereabouts; on the most northerly side thereof one thousand two hundred and seventeen feet two inches or thereabouts; and on the most easterly side thirty feet and one inch or thereabouts.