

Act No. 14, 1907.

An Act to sanction the construction of a line of railway from Lockhart to Clear Hills, via Boree Creek; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [23rd December, 1907.]

LOCKHART TO CLEAR
HILLS, VIA BOREE
CREEK, RAILWAY.

WHEREAS, in accordance with the provisions of the Public Works Act, 1900, 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 Lockhart to Clear Hills, viâ Boree Creek: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works 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:—

1. This Act may be cited as the "Lockhart to Clear Hills, viâ Boree Creek, Railway Act, 1907."

2. The carrying out the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the Member of the Executive Council for the time being performing the duties of the said Secretary, is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be, and shall have the powers and duties of, a Constructing Authority within the meaning of the Public Works Act, 1900.

3. The plan of the said work is the plan marked "Lockhart to Clear Hills, viâ Boree Creek, Railway," signed by the Secretary for

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Public

Lockhart to Clear Hills, viâ Boree Creek, Railway.

Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and forty-nine thousand six hundred and eighty-one pounds shall 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.

Line may be constructed on road.

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

Fencing not required along the line.

6. Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, the Constructing Authority shall not be required or compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the said line of railway for the accommodation of any person, or for any purpose whatsoever; but the said Authority may, in his discretion, make and maintain such fences in connection with the said line of railway as he may think fit.

Constructing Authority may use line.

7. The Constructing Authority, and any person authorised by him, may use the said line, or any part thereof, before it is transferred to the Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

SCHEDULE.

This extension of The Rock to Lockhart railway commences at the western end of the railway station ground in the latter township, and immediately crosses Brookong Creek; it proceeds in a north-westerly direction to near Boree village reserve, curves to the left, and crosses Boree Creek; thence bearing south-westerly passes Lake Cullivel, and reaches a point two miles north of Urana; thence a southerly course is taken to the east of that township, and through water reserve 3,019A to a point in it about two miles beyond where the line crosses Billabong Creek; thence a south-westerly bearing for about five miles is followed to Clear Hills (Oaklands), where the line ends on the northern side of Murray-street, being a total distance of forty-nine and one-quarter miles;—and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.