

## Act No. 13, 1911.

TULLAMORE  
TO TOTTENHAM  
RAILWAY.

An Act to sanction the construction of a line of railway from Tullamore to Tottenham; 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.  
[10th November, 1911.]

## Preamble

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 Tullamore to Tottenham: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister 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:—

## Short title.

**1.** This Act may be cited as the "Tullamore to Tottenham Railway Act, 1911."

## Work sanctioned.

**2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Minister for Public Works, or the member of the Executive Council for the time being performing the duties of the said Minister, is hereby authorised to undertake and carry out the said works, 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.

## Plan of work.

**3.** The plan of the said work is the plan marked "Tullamore to Tottenham Railway," signed by the Minister for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Minister.

**4.**

*Tullamore to Tottenham Railway.*

**4.** The cost of carrying out the said work, estimated at one hundred and twenty-four thousand three hundred and eighty-four pounds fifteen shillings and one penny, shall be defrayed from such loan votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

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

**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 fence in connection with the said line of railway as he may think fit.

**7.** The Constructing Authority and any persons 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 wagons propelled or driven by any motive power.

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SCHEDULE.

THIS railway commences at three hundred and thirty miles, five chains from Sydney, at the end of the branch line from Bogan Gate at Tullamore Station, and proceeds northerly across Bullock Creek, and onwards for about eleven miles to Middlefields, where it curves and follows a north-westerly direction for about seventeen miles, passes to the north-east of the Albert Waterholes group of mines, and approximately nine miles south-westerly from the township of Dandaloo on the Bogan River, for the remaining four miles an almost due west direction is taken, to the eastern boundary of the village of Tottenham, where the line ends at three hundred and sixty-three miles, five chains from Sydney; being a total distance of thirty-three miles; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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