

Act No. 1, 1912.

BARELLAN
TOWARDS MIRROOL
RAILWAY.

An Act to sanction the construction of a line of railway from Barellan towards Mirrool; 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. [28th March, 1912.]

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 Barellan towards Mirrool: 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 "Barellan towards Mirrool Railway Act, 1912."

Work sanctioned.

2. The carrying out 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 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.

Plan of work.

3. The plan of the said work is the plan marked "Barellan towards Mirrool 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.

Barellan towards Mirrool Railway.

4. The cost of carrying out the said work, estimated at ninety-six thousand pounds, 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 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.

THE proposed line is an extension of the Barellan railway, commencing at 352 miles 76 chains, and terminating at 385 miles from Sydney. The line, after leaving Barellan terminus, runs almost due west along the travelling-stock route for 9 miles to the northern side of the irrigation canal; thence skirts the canal, turns in a southerly direction round the end of the McPherson Range, and ends at the proposed township of Mirrool, situated in the centre of the irrigation area,—being a total distance of 32 miles 4 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.