

Act No. 2, 1912.

GALONG
TO BURROWA
RAILWAY.

An Act to sanction the construction of a line of railway from Galong to Burrowa; 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 Galong to Burrowa: 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 "Galong to Burrowa Railway Act, 1912."

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 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 "Galong to Burrowa 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.

Galong to Burrowa Railway.

4. The cost of carrying out the said work, estimated at eighty-one thousand six hundred and seventy-five 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.

Cost, how to be defrayed.

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

Line may be constructed on road.

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.

Fencing not required along the 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 waggon: propelled or drawn by any motive power.

Constructing Authority may use line.

SCHEDULE.

THE proposed railway commences at the north-western end of Galong Station on the Great Southern Railway, at 215 miles 72 chains 83 links from Sydney, and in proceeding in a generally northern direction to about 220 miles, crosses the main road to Harden, and follows its eastern side for about a mile, and crosses Limestone Creek. From 220 miles it takes a north-easterly bearing for about 2 miles, and crosses Wellsinker's Creek. Thence the line proceeds slightly west of north to 225 miles, crosses Four and Five Mile Creeks, and traverses the head of Flat Rock Creek on its left side. It then takes a generally north-easterly course on the south-eastern side of the main Harden-Burrowa-road, crosses it at about 227 miles, follows the north-western side of that road for about 1½ miles, crosses Corcoran's Creek, and descends its right bank for about a mile, crosses Burrowa River near its confluence with that creek, approximately 3½ miles beyond which it reaches the southern boundary of the town of Burrowa, curves nearly due north, and terminates in that township near Ryan's Creek at 233 miles 56 chains 83 links from Sydney, being a total distance of 17 miles 64 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.