

Finley to Tocumwal Railway.

Act No. 3, 1912.

FINLEY
TO TOCUMWAL
RAILWAY.

An Act to sanction the construction of a line of railway from Finley to Tocumwal; 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 Finley to Tocumwal: 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:—

Short title.

1. This Act may be cited as the "Finley to Tocumwal 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 "Finley to Tocumwal 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.

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4. The cost of carrying out the said work (exclusive of land resumption and compensation), estimated at forty-six thousand eight hundred and sixty-eight pounds eleven shillings and fourpence, 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 waggons propelled or driven by motive power.

SCHEDULE.

THIS railway commences at the end of the existing line at Finley, at four hundred and forty-seven miles, sixty-nine chains, fifty-three links from Sydney, and proceeds southerly through the temporary common, and across travelling stock reserve 14,491, running parallel with its most eastern boundary; after curving about for approximately six miles, the line regains a southerly direction, and runs through travelling stock and camping reserve 25,666, and through reserve 88,785, nearly parallel with their eastern boundaries, and reaches the railway station yard at Tocumwal, where the line runs parallel with the railway from Strathmerton (Victoria), and terminates at the northern side of the main road to Deniliquin, at four hundred and fifty-nine miles twenty-three chains from Sydney; being a total distance of eleven miles thirty-three chains forty-seven links; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.