

Act No. 64, 1912.

An Act to sanction the construction of a line of railway from Condobolin to Broken Hill ; 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.  
[20th December, 1912.]

CONDOBOLIN TO  
BROKEN HILL  
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 Condobolin to Broken Hill : And  
whereas,

*Condobolin to Broken Hill Railway.*

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 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 "Condobolin to Broken Hill 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 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 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 "Schedule Plan, Condobolin to Broken Hill," signed by the Secretary for 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 works, estimated at one million three hundred and sixty-seven thousand one hundred and forty-three pounds (exclusive of land resumptions) 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 of 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 Railway Commissioners, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

SCHEDULE.

Act No. 65, 1912.

793

---

*Port Kembla Harbour (Northern Breakwater).*

---

SCHEDULE.

THE proposed line commences at the western end of the station-yard, Condobolin, 329 miles 62 chains from Sydney, and proceeds in a westerly direction along the valley of the Lachlan River, on its right-hand or northern side, for about 25 miles; thence the line bends south-westerly, and continuing along the valley for 22 miles crosses the Guagong Range, and passes about 4 miles north-west of the town of Euabalong; thence a north-westerly direction takes the line to the township of Nombinnie, in the copper-mining district of Mount Hope. Leaving the southern portion of Mount Hope, a south-westerly route is adopted for about 30 miles, the Moonee and Dunderboo Ranges are passed on the south-east, and the southern end of the Waranary Mountains is reached; thence an almost due westerly course of 68 miles takes the line to Ivanhoe, and an additional 43 miles in the same direction brings it to German Tank. Here the north-westerly bearing is resumed for about 140 miles, and the Darling River is crossed at Menindie. At 630 miles from Sydney the north-eastern side of Lake Menindie is skirted, and the north-eastern bank of Stephen's Creek is traversed for about 20 miles. At about 691 miles the line crosses Stephen's Creek, and a south-westerly direction is taken through Taltingan and onwards to Broken Hill, where the line ends on the south-eastern side of the town, at 702 miles 53 chains from Sydney;—and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

---