

Act No. 76, 1912.

An Act to sanction the construction of a line of <sup>WYALONG TO LAKE
CUDGELLICO
RAILWAY.</sup> railway from Wyalong to Lake Cudgellico ; 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.]

WHEREAS in accordance with the provisions of the Public ^{Preamble.} 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 Wyalong to Lake Cudgellico :

Wyalong to Lake Cudgellico Railway.

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 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 "Wyalong to Lake Cudgellico 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 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 "Wyalong to Lake Cudgellico Railway," 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 work, estimated at two hundred and thirty-one thousand nine 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, 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.

THIS proposed railway commences at the end of the existing line at Wyalong Central Station at 332 miles 47 chains from Sydney, and in proceeding in a north-westerly direction for about 17 miles, passes the town of West Wyalong closely on the north-east, and after crossing travelling stock reserves 16,833 and 2,962, takes a more westerly bearing, and follows in close proximity the western boundary of the latter reserve, reaches the right bank of Euglo Creek at Ungarie, passes south of that town, and about 5 miles further on crosses that creek ; thence a more northerly direction is taken for about 16 miles, and Mount Bygalore is passed on the north-east ; thence a generally westerly direction for about 23 miles takes the line to the southern boundary of the town of Cudgellico, where it ends at 403 miles 1 chain from Sydney, being a total distance of 70 miles 34 chains ; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.
