

MAIN SOUTHERN RAILWAY  
DEVIATION (PICTON TO MITTAGONG) ACT.

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Act No. 25, 1914.

An Act to sanction the carrying out of a deviation of the Main Southern Railway Line between Picton and Mittagong ; to amend the Public Works Act, 1912 : and for purposes consequent thereon or incidental thereto. [Assented to, 1st December, 1914.]

George V,  
No. 25.

WHEREAS in accordance with the provisions of Preamble.  
the Public Works Act, 1912, the Legislative  
Assembly did, by resolution, declare that it was  
expedient to carry out a certain work, namely, the  
carrying .

# **Main Southern Railway Deviation (Picton to Mittagong) Act.**

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No. 25.** carrying out of a deviation of the Main Southern Railway Line between Picton and Mittagong. 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 "Main Southern Railway Deviation (Picton to Mittagong) Act, 1914."

Work sanctioned.

**2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned, and the Chief Commissioner for Railways and Tramways 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 of a Constructing Authority within the meaning of the Public Works Act, 1912.

The plan.

**3.** The plan of the said work is the plan marked "Schedule Plan, Proposed Deviation, Picton to Mittagong," signed by the Chief Commissioner for Railways and Tramways, and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the said Chief Commissioner.

Cost, and how to be defrayed.

**4.** The cost of carrying out the said work, estimated at six hundred and thirty thousand three hundred and fifty-three pounds (exclusive of land resumptions), may be defrayed from such loan votes as are now or may hereafter be applicable to the purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from such 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 ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty

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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.

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SCHEDULE.

To construct a double line, leaving the existing line at 53 miles 14 chains 23 links on the up side, crossing to the down side at 53 miles 65 chains 30 links existing line mileage, passes over Redbank and Myrtle Creeks. Then following the main southern road crosses the Bargo River, and bearing in a south-westerly direction joins the existing line at 77 miles 26 chains 70 links.

Increase in length, 3 miles 41 chains 92·1 links.

With such deviations and modifications as may be considered desirable by the Constructing Authority.