

BARMEDMAN TO RANKIN'S SPRINGS RAILWAY ACT.

Act No. 46, 1915.

George V, An Act to sanction the construction of a line of rail-
No. 46. way from Barmedman to Rankin's Springs ;
to provide for the use of the line by the Con-
structing Authority, or by persons authorised
by him ; to amend the Public Works Act,
1912 ; and for other purposes consequent
thereon and incidental thereto. [Assented to,
21st December, 1915.]

Preamble.

WHEREAS, in accordance with the provisions of
the Public Works Act, 1912, the Legislative
Assembly did, by resolution, declare that it was expedient
to carry out a certain work, namely, the construction of
a railway from Barmedman to Rankin's Springs : And
whereas, on the passing of the said resolution, a statutory
duty was by the said Act imposed upon the Secretary for
Public Works to introduce a Bill into the said Assembly
to

to sanction the carrying out of the said work: Be it **George V.,**
therefore enacted by the King's Most Excellent **No. 46.**
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:—

1. This Act may be cited as the “Barmedman to Rankin's Springs Railway Act, 1915.” Short title.

2. The carrying out of the work (more particularly Work
described in the Schedule to this Act) is hereby sanc- sanctioned.
tioned, 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 pur-
pose shall be and have the powers of a Constructing
Authority within the meaning of the Public Works
Act, 1912.

3. The plan of the said work is the plan marked Plan of work.
“Barmedman to Rankin's Springs” signed by the Secre-
tary for Public Works, and countersigned by the
Engineer for Railway Construction, and deposited in the
public office of the said Secretary.

4. The cost of carrying out the said work, estimated Cost, how to
at two hundred and seventy-four thousand one hundred be defrayed.
and twenty-seven pounds ten shillings, may 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.

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

6. Notwithstanding the provisions of section ninety- Fencing.
one of the Public Works Act, 1912, the Constructing
Authority shall not be 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 accommoda-
tion 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.

7.

George V,
No. 46.
Use of line
during
construction.

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.

SCHEDULE.

THIS railway commences by a junction with the Temora to Wyalong railway at Barmedman station at 318 miles 48 chains from Sydney, and proceeds in a westerly direction and passes close to Buddigower, Wallandry North, Narriah, Euratha, and Conapaira East, thence the westerly bearing is continued to Rankin's Spring Railway station three miles south of Rankin's Springs, where the line ends at 389 miles 41 chains, being a total distance of 70 miles 73 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.
