

GILGANDRA TO COLLIE
RAILWAY ACT.

Act No. 47, 1915.

George V, An Act to sanction the construction of a line of
No. 47. railway from Gilgandra to Collie; to provide
for the use of the said line by the Constructing
Authority, or by persons authorised by him;
to amend the Public Works Act, 1912; and
for purposes consequent thereon and incidental
thereto. [Assented to, 21st December, 1915.]

Preamble. **W**HEREAS 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 line of railway from Gilgandra to
Collie :

Collie: 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:—

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1. This Act may be cited as the "Gilgandra to Collie Railway Act, 1915." Short title.

2. The carrying out of the 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 have the powers of a Constructing Authority within the meaning of the Public Works Act, 1912. Work sanctioned.

3. The plan of the said work is the plan marked "Schedule Plan Gilgandra to Collie," 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. The plan.

4. The cost of carrying out the said work, estimated at one hundred and five thousand 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. Cost, and how to be defrayed.

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

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 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. Fencing not required along the line.

7.

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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 Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or waggons propelled or drawn by motive power.

SCHEDULE.

THIS railway commences by a junction with the existing line from Dubbo to Coonamble, at Gilgandra station, about 322 miles from Sydney, and proceeds nearly due west, crosses Marthaguy Creek about 326 miles, and in following the southern side of that creek it crosses and recrosses Calf Pen Creek; at about 341 miles the line curves and takes a north-westerly direction to the western portion of the town of Collie, where it ends on the southern side of Marthaguy Creek at 346 miles from Sydney, being a total distance of 24 miles, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.