

## GRAFTON TO SOUTH GRAFTON RAILWAY ACT.

---

Act No. 51, 1915.

An Act to sanction the construction of a line of railway from Grafton to South Grafton; to provide for the use of the line by the Constructing Authority, or by persons authorised by him; to amend the Public Works Act, 1912; and for other purposes consequent thereon or incidental thereto. [Assented to, 21st December, 1915.]

WHEREAS, in accordance with the provisions of the Public Works Act, 1912, the Legislative Assembly did, by resolution, declare that it was expedient

**George V,** expedient to carry out a certain work, namely, the construction of a railway from Grafton to South Grafton: 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 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 "Grafton to South Grafton Railway Act, 1915."

**Work sanctioned.**

**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.

**Plan of work.**

**3.** The plan of the said work is the plan marked "Grafton to South Grafton," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway 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 twenty-five thousand pounds, 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.

**Roads.**

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

**Fencing.**

**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

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.

**George V,  
No. 51.**

**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 any motive power.

---

**SCHEDULE.**

THIS railway connects the existing Grafton to Casino railway with the North Coast railway at South Grafton. It leaves the Grafton to Casino railway at a point about sixty-two (62) chains from Grafton station, curves to the south-east, and then runs parallel to and south of Oliver-street for a distance of about one (1) mile twenty-five (25) chains ; thence the line curves to the south and after crossing Prince, Duke, Bacon, Villiers, Clarence, Pound, and Kent streets, and the Clarence River junctions with the North Coast railway in the South Grafton station yard.

Station accommodation is provided between Maud and Mary streets, and adjoining Oliver-street.

The Clarence River is crossed by a steel bridge designed to carry a double line of railway and a footway, and includes an opening span for navigation.

The total length of the connecting line is two (2) miles twenty-seven (27) chains and fifty (50) links, and is subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

---