

## GILMORE TO BATLOW RAILWAY ACT.

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Act No. 20, 1919.

**George V.** An Act to sanction the construction of a line of railway from Gilmore to Batlow; to authorise the construction of the said line on roads; to provide for the use of the said line during construction; to amend the Public Works Act, 1912; and for purposes consequent thereon or incidental thereto. [Assented to, 5th December, 1919.]

**B**E it 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.**

**Work  
sanctioned.**

**The plan.**

**Cost, and  
how to be  
defrayed.**

**1.** This Act may be cited as the "Gilmore to Batlow Railway Act, 1919."

**2.** The work described in the Schedule to this Act is hereby sanctioned, and shall be deemed to be an authorised work within the meaning of the Public Works Act, 1912, but the provisions of sections thirty-four, thirty-five, thirty-six, and thirty-seven of that Act shall not apply to the said work, and the provisions of section thirty-eight of that Act shall apply to any contracts for carrying out such work.

**3.** The plan of the said work is the plan marked "Gilmore to Batlow Railway," signed by the Railway Commissioners for New South Wales, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Railway Commissioners.

**4.** The cost of carrying out the said work, estimated at one hundred and ten thousand pounds (exclusive of land resumptions), may be defrayed from such Loan Votes as are

are now or may hereafter be applicable to the purpose, George V, or from appropriations of the Public Works Fund, or No. 20. 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.

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

**6.** Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Fencing not required along the line. 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 its discretion make and maintain such fences in connection with the said line of railway as it may think fit.

**7.** The Railway Commissioners for New South Wales Constructing Authority may use line. and any persons authorised by them may during construction use the said line or any part thereof, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

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#### SCHEDULE.

THIS railway commences at 319 miles 33 chains from Sydney on the existing railway from Gundagai to Tumut, and distant 21 chains, or Sydney side, of Gilmore Station, and proceeds southerly following the valley of Gilmore Creek, to 332 $\frac{1}{2}$  miles, where the line curves and bears south westerly to Batlow at 335 miles; thence a southerly direction is again taken and that village passed on its eastern side; at 338 miles the line takes a westerly direction to the northern portion of the soldiers' settlement, where it ends at 341 miles 28 chains from Sydney, being a total distance of 21 miles 75 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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