

BALLINA TO BOOYONG RAILWAY ACT.

Act No. 24, 1919.

George V, No. 24. An Act to sanction the construction of a line of railway from Ballina to Booyong; to provide for the use of the said line during construction; to authorise the construction of the said line on, along, or by the side of any road or highway; to amend the Public Works Act, 1912; and for purposes consequent thereon or incidental thereto. [Assented to, 5th December, 1919.]

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 Ballina to Booyong: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed upon some member of the Executive Council having a seat in the said Assembly 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 “Ballina to Booyong Railway Act, 1919.”

Work sanctioned.

2. The carrying out of the work, more particularly described in the Schedule to this Act, is hereby sanctioned.

Plan of work.

3. The plan of the said work is the plan marked “Booyong to Ballina,” signed by the Railway Commissioners for New South Wales, and countersigned by
the

the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Commissioners. George V,
No. 24.

4. The cost of carrying out the said work, estimated at one hundred and forty-four thousand two hundred and thirty-two pounds, 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 the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum. Cost, how to
be defrayed.

5. The said line of railway may be constructed on or along or by the side of any 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 its discretion, make and maintain such fences in connection with the said line of railway as it may think fit. Fencing not
required.

7. The Railway Commissioners for New South Wales, 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. Use of line
during
construction.

SCHEDULE.

This railway commences at the Grafton-Murwillumbah line at 93 miles from Grafton, and at a few chains south of Booyong Station; it proceeds in a generally southerly direction to 98 miles 20 chains, and crosses Pearce's Creek at 94 miles 76 chains; the line curves, crosses and descends Maguire's Creek north-easterly to 100 miles 20 chains, and south easterly to 104 miles; it crosses Humbug Creek at 103 miles 65 chains, also crosses Emigrant Creek at 105 miles 10 chains, a mile and-a-half beyond which the line proceeds north-easterly and crosses Fishery Creek at 106 miles 70 chains; about half-a-mile further on the line bears south-easterly and proceeds for a short distance along Burnett-street, and crosses Brunswick, Tweed, and Tamar streets in the town of West Ballina, where the line ends at 108 miles 20 chains, being a total length of 15 miles 20 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

WATER