

THE ROCK TO PULLETOP RAILWAY ACT.

Act No. 9, 1919.

George V. No. 8. An Act to sanction the construction of a line of railway from The Rock to Pulletop ; 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, 20th November, 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 line of railway from The Rock to Pulletop : 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 Rock to Pulletop 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 “The Rock to Pulletop (via Mangoplah),” signed by the Railway Commissioners for New South Wales, and countersigned

countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Commissioners. George V,
No. 9.

4. The cost of carrying out the said work, estimated at one hundred and thirty thousand pounds (exclusive of land resumptions), shall 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. Cost, and
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 required or 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
along
the line.

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.

COMMENCING at 332 miles from Sydney at a point on the Great Southern Railway immediately beyond The Rock Railway Station; thence running in a south-east direction to a point about 3 miles south of Pulletop Homestead, the line practically follows the main road and is to the south of Burke's Creek, passing through the holdings of Mangoplah and Pulletop, and terminates at 355 miles from Sydney, being a total distance of 23 miles, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

WAGGA