

Act No. 72, 1901.

MANILLA TO
BARRABA RAILWAY.

An Act to sanction and provide for the construction of a line of Railway from Manilla to Barraba; to amend the Public Works Act, 1900, so far as it relates to the duty of the Constructing Authority to make and maintain fences along the said line; and for other purposes. [28th December, 1901.]

Preamble.

WHEREAS, in accordance with the provisions of the Public Works Act, 1900, 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 Manilla to Barraba: 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:—

Short title.

1. This Act may be cited as the "Manilla to Barraba Railway Act, 1901."

Work sanctioned.

2. The carrying out of the said 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 shall have the powers and duties of, a Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

3. The plan of the said work is the plan marked "Manilla to Barraba Railway," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief 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 one hundred and thirty-four thousand seven hundred and fifty-five pounds, may be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

Constructing Authority not required to fence the line.

5. Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, the Constructing Authority shall not

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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.

6. 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 along a
road.

SCHEDULE.*Manilla to Barraba Railway.*

This line is an extension of the Tamworth to Manilla branch of the Great Northern Railway, and begins at two hundred and eleven miles fifty-four decimal two nine-eighth chains from Newcastle, on the east side of Manilla-street, Manilla, and after crossing the Namoi River, it proceeds up the western side of the Manilla River Valley, and passing through Upper Manilla, reaches and partly occupies travelling stock reserve two thousand; thence crossing Tarpoly and Oaky Creeks and intersecting reserve five thousand seven hundred, the descent is made to Barraba Creek, after crossing which and the main road to Tamworth the line ends at the south-east side of the town of Barraba, close to the Manilla River, at two hundred and forty-two miles fourteen decimal two nine-eighth chains from Newcastle; being a total distance of thirty miles forty chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.
