

Act No. 17, 1908.

COWRA TO
CANOWINDRA
RAILWAY.

An Act to sanction the construction of a line of railway from Cowra to Canowindra; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [15th December, 1908.]

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 Cowra to Canowindra: 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 "Cowra to Canowindra Railway Act, 1908."

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 "Cowra to Canowindra Railway," signed by the Secretary for Public Works and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.

4.

Cowra to Canowindra Railway.

4. The cost of carrying out the said work, estimated at one hundred and three thousand four hundred and fifty-one pounds (which excludes the cost of resumptions), shall 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.

Cost, how to be defrayed.

5. 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 on road.

6. Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, 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 his discretion, make and maintain such fences in connection with the said line of railway as he may think fit.

Fencing not required along the line.

7. The Constructing Authority, and any persons authorised by him, may use the said line or any part thereof before it is transferred to the Railway Commissioners, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

Constructing Authority may use line.

SCHEDULE.

This line begins by a junction with the Blayney-Harden Railway, at two hundred and nineteen miles one chain thirty-three links from Sydney, *via* Blayney, and about thirty-three chains south of Cowra station, whence it proceeds in a westerly and north-westerly direction across Brougham, Macquarie, Vaux, and Lachlan streets, and crosses the eastern approach to the road bridge over the Lachlan River; thence it continues in a north-westerly direction across Kendall, Smith, Liverpool, Redfern, and other streets on the way to two hundred and thirty-one and a half miles, from which point it proceeds for about five miles in a northerly direction, passing about sixty chains to the west of Mount York; then, after bending sharply to the east for half a mile, a northerly course is resumed for three miles, after which a north-easterly bearing takes the line through the north-western portion of the township of Canowindra, and across the Belubula River; thence a northerly bearing carries it through a portion of Canowindra township on the northern side of that river, and, curving north-westerly, it reaches the terminal station site, where the line ends at two hundred and forty-three miles thirty-one chains thirty-three links from Sydney, *via* Blayney, being a distance of twenty-four miles thirty chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.