

Great Southern Railway Improvements.

Act No. 59, 1912.

An Act to sanction the carrying out of improvements of the Great Southern Railway between Cullerin and Harden; and for other purposes. [20th December, 1912.]

GREAT SOUTHERN
RAILWAY
IMPROVEMENTS.

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 carrying out of improvements of the gradients of the Great Southern Railway between Cullerin and Harden: 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:—

1. This Act may be cited as the "Great Southern Railway Improvements Act, 1912."

2. The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Chief Commissioner for Railways and Tramways 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, 1912.

3. The plan of the said work is the plan marked "Proposed Deviations between Cullerin and Binalong and Binalong and Harden," signed by the Chief Commissioner for Railways and Tramways, and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the said Chief Commissioner.

4. The cost of carrying out the said work, estimated at five hundred and twenty-five thousand nine hundred and sixty-six pounds, 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.

5. The work may be constructed on or along or by the side of any public road or highway.

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SCHEDULE.

(a) To construct a double line, leaving existing line at 157 miles 27 chains on the down side, crossing to up side at 161 miles 10 chains, and recrossing to down side at 162 miles 0 chains, and again crossing to up side at 163 miles 72 chains, and joining the existing line at 164 miles 50 chains 64 links.

Increase in length, 1 mile 63 chains 28·5 links.

(b) Then to leave the up side of existing line at Fish River at 165 miles 7 chains, and join existing line again at 169 miles 6·48 chains.

Increase in length, 3 miles 1 chain 48·8 links.

(c) Then to leave the upside of existing line at 169 miles 11 chains 57 links, crossing to down side at 169 miles 33 chains 30 links, recrossing to up side at 170 miles 24 chains, and joining the existing line at 170 miles 57 chains 82·7 links.

Increase in length, 37 chains 85 links.

(d) Then to leave existing line on down side near Oolong at 172 miles 38 chains, joining existing line at 176 miles 6 chains 27·3 links.

Increase in length, 46 chains 27·3 links.

(e) Then leaving existing line on down side at Muntoon, 179 miles 32 chains 24 links, crossing existing line at 181 miles 50 chains to up side, recrossing to down side at 182 miles 58 chains, and joining existing line at Coolalie, 184 miles 54 chains.

Increase in length, 78 chains 0·46 links.

(f) Then leaving existing line on the up side at 190 miles 64 chains 80 links, and running inside railway boundary, crossing to down side at 191 miles 35 chains, joining existing lines at 192 miles 30 chains.

Increase in length, 90 links.

(g) Then leaving existing line on down side at 199 miles 27 chains 82 links, and joining again at 203 miles 30 chains.

(h) Then leaving up side of existing line at 205 miles 47 chains, and joining again at 207 miles 54 chains 37·7 links.

Increase in length, for (g) and (h), 59 chains 12 links.

(i) Then leaving existing line on the up side at 209 miles 2 chains 36 links, and joining again at 211 miles 15 chains 0·8 links.

Decreased length, 3 chains 55·1 links.

(j) Then leaving existing line on the up side at 214 miles 35 chains 60 links, crossing to down side at 217 miles, recrossing to up side at 218 miles 77 chains, and joining existing line at 223 miles 14 chains 37·4 links.

Increase in length, 4 chains 59·2 links.

(k) Then leaving existing line on up side at 225 miles 73 chains 21 links, and joining again at Cunnigar at 227 miles 13 chains 80·3 links.

Increase in length, 8 chains 80·3 links.

With such deviations and modifications as may be considered desirable by the Constructing Authority.