

Narromine to Peak Hill Railway.

Act No. 13, 1907.

An Act to sanction the construction of a line of railway from Narromine to Peak Hill; 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. [23rd December, 1907.]

NARROMINE TO
PEAK HILL
RAILWAY.

WHEREAS, in accordance with the provisions of the Public Preamble.
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 Narromine to Peak Hill: 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 "Narromine to Peak Hill Short title.
Railway Act, 1907."

2. The carrying out the said work (more particularly described Work sanctioned.
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.

3. The plan of the said work is the plan marked "Narromine Plan of work.
to Peak Hill 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.

Narromine to Peak Hill Railway.

Cost, how to be
defrayed.

4. The cost of carrying out the said work, estimated at one hundred and twenty-one thousand three hundred and seventeen 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.

Line may be
constructed on road.

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

Fencing not
required along the
line.

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.

Constructing
Authority may use
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 Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

SCHEDULE.

This railway commences by a junction with the Great Western railway, about twenty chains northward of Narromine railway station, and three hundred and five miles six chains ninety-four links from Sydney; and proceeding in a south-westerly direction it crosses the main road to Bogan River, Backwater Cowal, and Yellow Creek; at about three hundred and twenty miles the line curves to the south-east, crosses Fiddler's and Tomingley Creeks, passes about five miles west of the township of Tomingley, and continues in the same direction to Peak Hill, where it passes through the western suburban land by running parallel to the western boundary of that township; and terminates at three hundred and forty-one miles forty-six chains ninety-four links from Sydney,—being a total distance of thirty-six miles forty chains; and subject to such deviations and modification as may be considered desirable by the Constructing Authority.