

[CONFIDENTIAL.]

(Rough Draft for Consideration Only.)

No. , 1930.

A BILL

To sanction the construction of a line of railway from Griffith towards Matakana; to amend the Public Works Act, 1912; and for purposes connected therewith.

BE it 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 "Griffith towards Matakana Railway Act, 1930." Short title.

2. The carrying out of the work described in the Schedule is hereby sanctioned. Work sanctioned.

3. The plan of the said work is the plan marked Plan. "New South Wales Railways, Griffith towards Matakana, Schedule Plan," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Civil Engineer, endorsed L1734, and deposited in the public office of the said Commissioners.

4. The cost of carrying out the said work (exclusive Cost. of land resumptions) is estimated at three hundred and seventeen thousand seven hundred and seventy-two pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum.

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 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.

SCHEDULE.

LEAVING the Ballingall Station Site on the existing Griffith to Hillston railway at 404 miles from Sydney via Temora, the proposed railway follows a reserve set apart for railway purposes in a north-easterly and northerly direction to 411 miles. Thence it runs in a general north-north-westerly direction passing through Edie's Gap in the Hailstone Range at 427 miles. The route then runs almost in a straight line to the southern end of Lachlan Range at 440 miles and then follows closely the foot of that range on its eastern side, passing Monia Gap at 448½ miles and terminating at a point 8 miles south of the Lachlan River at 456 miles from Sydney, being a total length of 52 miles of new construction from Ballingall Station Site; the whole subject to such deviations and modifications as may be considered desirable by the Constructing Authority.
