

New South Wales.



ANNO SEPTIMO DECIMO

GEORGI V REGIS.

Act No. 27, 1927.

An Act to sanction the construction of a line of railway from Inverell to Ashford; to amend the Public Works Act, 1912; and for purposes connected therewith. [Assented to, 7th March, 1927.]

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 "Inverell to Ashford Railway Act, 1927." Short title.

2.

Inverell to Ashford Railway.

Work sanctioned.

2. The carrying out of the work described in the Schedule to this Act is hereby sanctioned.

The plan.

3. The plan of the said work is the plan marked "N.S.W. Railways, Inverell to Ashford, Schedule Plan," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Railway Commissioners.

Cost.

4. The cost of carrying out the said work (exclusive of land resumptions) is estimated at two hundred and sixty-two thousand pounds, and such estimated cost shall not, under any circumstances, be exceeded 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 road or highway.

Fencing.

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.

SCHEDULE.

THIS railway commences by a junction with the branch line from Moree to Inverell at 508½ miles from Sydney and about 2 miles north-westerly from Inverell terminus, and it proceeds north-westerly on the western side of Macintyre River, and across Spicer's, Rob Roy, and Jessie Gullies, also about 1 mile west of the village of Byron to 517 miles, thence to 527 miles where it crosses the Macintyre River the line runs northerly, and the eastern side of that river is ascended to 531 miles; thence a generally northerly direction is taken in close proximity to the western boundary of Travelling Stock Reserve 337 to the village of Ashford where the line terminates at 540½ miles from Sydney, being a total distance of 32 miles, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

*Inverell to Ashford Railway.***INDEX.**

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By Authority :

ALFRED JAMES KENT, Government Printer, Sydney, 1927.

[3d.]

Inverell to Ashford Railway

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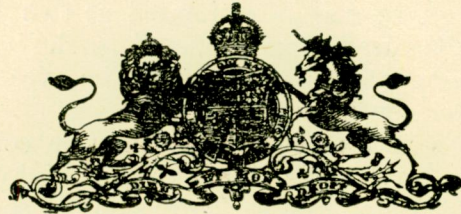
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Printed and Published by the Government Printer, Sydney, 1927.

I certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.

S. G. BOYDELL,
Acting Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 2 March, 1927.

New South Wales.



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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 "Inverell to Short title Ashford Railway Act, 1927."

2.

I have examined this Bill, and find it to correspond in all respects with the Bill as finally passed by both Houses.

R. GREIG,
Chairman of Committees of the Legislative Assembly.

Inverell to Ashford Railway.

- Work sanctioned. **2.** The carrying out of the work described in the Schedule to this Act is hereby sanctioned.
- The plan. **3.** The plan of the said work is the plan marked "N.S.W. Railways, Inverell to Ashford, Schedule Plan," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Railway Commissioners.
- Cost. **4.** The cost of carrying out the said work (exclusive of land resumptions) is estimated at two hundred and sixty-two thousand pounds, and such estimated cost shall not, under any circumstances, be exceeded 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 road or highway.
- Fencing. **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.

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In the name and on behalf of His Majesty I assent to this Act.

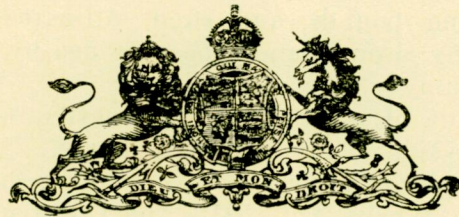
Government House,
Sydney, 7th March, 1927.

D. R. S. DE CHAIR,
Governor.

This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

S. G. BOYDELL,
For Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 24 February, 1927.

New South Wales.



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Act No. , 1927.

An Act to sanction the construction of a line of railway from Inverell to Ashford; 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
5 the same, as follows:—

1. This Act may be cited as the "Inverell to Short title. Ashford Railway Act, 1927."

Inverell to Ashford Railway.

- 2.** The carrying out of the work described in the Schedule to this Act is hereby sanctioned. Work sanctioned.
- 3.** The plan of the said work is the plan marked "N.S.W. Railways, Inverell to Ashford, Schedule 5 Plan," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Railway Commissioners. The plan.
- 4.** The cost of carrying out the said work (exclusive of land resumptions) is estimated at two hundred and sixty-two thousand pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum. Cost.
- 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.

- 25** THIS railway commences by a junction with the branch line from Moree to Inverell at 508½ miles from Sydney and about 2 miles north-westerly from Inverell terminus, and it proceeds north-westerly on the western side of Macintyre River, and across Spicer's, Rob Roy, and Jessie Gullies, also about 1 mile west of the village of Byron to 517 miles, thence to 527 miles where it crosses the Macintyre River the line runs northerly, and the eastern side of that river is ascended to 531 miles; thence a generally northerly direction is taken in close proximity to the western boundary of Travelling Stock Reserve 337 to the village of Ashford where the line terminates at 540½ miles from Sydney, being a total distance of 32 miles, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.