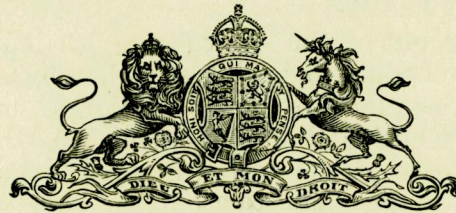


*This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.*

RICHD. A. ARNOLD,  
*Clerk of the Legislative Assembly.*

*Legislative Assembly Chamber,  
Sydney, 8 October, 1913, A.M.*

## New South Wales.



ANNO QUARTO

GEORGI V REGIS.

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Act No. , 1913.

An Act to sanction the construction of a line of railway from Grafton to South Grafton; to provide for the use of the line by the Constructing Authority, or by persons authorised by him; to amend the Public Works Act, 1912; and for other purposes consequent thereon or incidental thereto.

WHEREAS, in accordance with the provisions of Preamble.  
the Public Works Act, 1912, the Legislative  
Assembly did, by resolution, declare that it was  
expedient to carry out a certain work, namely, the  
5 construction of a railway from Grafton to South  
72041 171— Grafton:

*Grafton to South Grafton Railway.*

Grafton: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed upon the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying  
 5 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:—

10 **1.** This Act may be cited as the "Grafton to South Grafton Railway Act, 1913." Short title.

**2.** The carrying out of the work (more particularly described in the Schedule to this Act) is hereby sanctioned, and the Secretary for Public Works, or the  
 15 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 have the powers of a Constructing  
 20 Authority within the meaning of the Public Works Act, 1912. Work sanctioned.

**3.** The plan of the said work is the plan marked "Grafton to South Grafton," signed by the Secretary for Public Works, and countersigned by the Chief Engineer  
 25 for Railway Construction, and deposited in the public office of the said Secretary. Plan of work.

**4.** The cost of carrying out the said work, estimated at one hundred and ninety-three thousand four hundred and thirty pounds, may be defrayed from such loan votes  
 30 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. Cost, how to be defrayed.

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

**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  
 40 duty of the said Authority to make or maintain any fence Fencing.

*Grafton to South Grafton Railway.*

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  
5 railway as he may think fit.

7. The Constructing Authority, and any person 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  
10 may run thereon any carriages or waggons propelled or drawn by any motive power.

Use of line  
during  
construction.

## SCHEDULE.

THIS railway connects the existing Grafton to Casino railway with the North Coast railway at South Grafton. It leaves the Grafton  
15 Casino railway at a point about sixty-two (62) chains from Grafton station, curves to the south-east, and then runs parallel to and south of Oliver-street for a distance of about one (1) mile twenty-five (25) chains ; thence the line curves to the south and after crossing Prince, Duke, Bacon, Villiers, Clarence, Pound, and Kent streets, and the  
20 Clarence River junctions with the North Coast railway in the South Grafton station yard.

Station accommodation is provided between Maud and Mary streets, and adjoining Oliver-street.

The Clarence River is crossed by a steel bridge designed to carry a  
25 double line of railway and a footway, and includes an opening span for navigation.

The total length of the connecting line is two (2) miles twenty-seven (27) chains and fifty (50) links, and is subject to such deviations and modifications as may be considered desirable by the Constructing  
30 Authority.

