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No. , 1915.

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## A BILL

To sanction the construction of a line of railway from Ballina to Booyong ; 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.

[MR. J. H. CANN ;— , 1915.]

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**W**HEREAS, 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 construction  
5 of a railway from Ballina to Booyong : 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 out of the said work: Be it therefore enacted by the King's Most Excellent Majesty, 5  
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:—

- Short title. **1.** This Act may be cited as the "Ballina to Booyong 10  
Railway Act, 1915."
- Work sanctioned. **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 member of the Executive Council for the time being 15 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 Authority within the meaning of the Public Works 20 Act, 1912.
- Plan of work. **3.** The plan of the said work is the plan marked "Booyong to Ballina," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway Construction, and deposited in the public 25 office of the said Secretary.
- Cost, how to be defrayed. **4.** The cost of carrying out the said work, estimated at one hundred and twenty-two thousand pounds, may be defrayed from such loan votes as are now or may hereafter be applicable to the purpose, or from appro- 30 priations 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.
- Roads. **5.** The said line of railway may be constructed on or 35 along or by the side of any public 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 40  
fence

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  
5 of 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.

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SCHEDULE.

THIS railway commences at the Grafton-Murwillumbah line at 93 miles from Grafton, and at a few chains south of Booyong Station; it  
15 proceeds in a generally southerly direction to 98 miles 20 chains, and crosses Pearce's Creek at 94 miles 76 chains; the line curves, crosses and descends Maguire's Creek north-easterly to 100 miles 20 chains, and south easterly to 104 miles; it crosses Humbug Creek at 103 miles  
20 65 chains, also crosses Emigrant Creek at 105 miles 10 chains, a mile and-a-half beyond which the line proceeds north-easterly and crosses Fishery Creek at 106 miles 70 chains; about half-a-mile further on the line bears south-easterly and proceeds for a short distance along Burnett-street, and crosses Brunswick, Tweed, and Tamar-streets in the town of West Ballina, where the line ends at 108 miles 20 chains,  
25 being a total length of 15 miles 20 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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