

COLLIE-GRIFFIN MINE RAILWAY.

2° Elizabeth II., No. XIII.

No. 13 of 1953.

AN ACT to constitute portion of the Collie-Griffin Mine Railway Siding a Government Railway and for other purposes.

[Assented to 10th November, 1953.]

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and the Legislative Assembly of Western Australia, in this present Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as the *Collie-Griffin Mine Railway Act, 1953*. Short title.

2. (1) The portion of the railway siding constructed along the lines described in The Schedule to this Act is deemed to have been constructed as a railway under the authority of a special Act in accordance with the provisions of section ninety-six of the Public Works Act, 1902-1950. Railway siding deemed constructed under special Act.

(2) It shall be lawful to maintain a railway, with all necessary, proper and usual works and conveniences in connection therewith, along the lines described in The Schedule to this Act. Authority to maintain.

(3) The cost of the railway is to be—

- (a) regarded as being six thousand eight hundred pounds;
- (b) charged to the Government Railways Capital Account; and
- (c) included in the accounts prepared under Part IV. of the Government Railways Act, 1904-1951. Cost to be included in railway accounts.

Map of
railway to be
deposited
with Master
of Supreme
Court.

3. (1) Before the second reading of this Act in the Legislative Council and Legislative Assembly respectively, the Minister for Railways shall cause a map showing the course taken by, and the middle line of the railway referred to in section one of this Act, to be laid upon the table of the House.

(2) On the passing of this Act, the map signed for the purpose of identification by the Clerk of the Parliaments shall be—

- (a) deposited by him in the office of the Master of the Supreme Court;
- (b) open to public inspection at the office at any reasonable hour free of charge; and
- (c) admitted in all Courts for all purposes as evidence of the line as deemed by this Act to have been constructed as a railway under the authority of a special Act in accordance with the provisions of section ninety-six of the Public Works Act, 1902-1950.

Land vested
in Minister
for Railways.

4. The land upon which the railway referred to in section one of this Act is made shall by force of this Act vest in fee simple in the Minister for Railways on behalf of Her Majesty, freed and discharged from all trusts, mortgages, charges, obligations, estates, interests, rights of way or other easements whatsoever.

Provisions
contained in
Part VI. of
Public Works
Act, 1902-
1950, apply.

5. Subject to the provisions of this Act, the provisions contained in Part VI. of the Public Works Act, 1902-1950, apply so far as they can be made applicable, *mutatis mutandis*, to the railway referred to in section one of this Act, as if it were duly authorised under the authority of a special Act in accordance with section ninety-six of that Act.

THE SCHEDULE.

S. 1.

Commencing at a point in Collie Station Yard about 124m. 00c. from Perth on the Brunswick Junction-Collie Railway and proceeding thence in a westerly direction for approximately 12 chains and thence in a southerly direction for approximately 18 chains and thence in a south-westerly direction for approximately 18 chains and thence in a westerly direction for approximately 18 chains and thence in a southerly direction for approximately 20 chains and

thence in a south-westerly direction for approximately 85 chains and thence in a south-easterly direction for approximately 22 chains and thence in an easterly direction for approximately 22 chains terminating at a point about 13 chains south-east of the north-west corner of Mineral Lease 315 as more particularly set out and delineated in Red on map marked C.E. Plan 42076 deposited pursuant to Act 2 Edwardi VII., No. 47, section ninety-six.

Total length about 2 miles 55 chains.
