

*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.*

W. S. MOWLE,  
*Clerk of the Legislative Assembly.*

*Legislative Assembly Chamber,  
Sydney, 19 November, 1919.*

## New South Wales.



ANNO DECIMO

## GEORGII V REGIS.

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### Act No. 16, 1919.

An Act to sanction the construction of a line of railway from Richmond to Kurrajong; to provide for the use of the said line during construction; to authorise the construction of the said line on, along, or by the side of any road or highway; to amend the Public Works Act, 1912; and for purposes consequent thereon or incidental thereto. [Assented to, 26th November, 1919.]

**W**HEREAS in accordance with the provisions of <sup>Preamble.</sup> 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 of a line of railway from Richmond to Kurrajong;

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

P. B. COLQUHOUN,  
*Chairman of Committees of the Legislative Assembly.*

*Richmond to Kurrajong Railway.*

Kurrajong: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on some Member of the Executive Council having a seat in the said Assembly, 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, 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 "Richmond to Kurrajong Railway Act, 1919."
- 2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned.
- 3.** The plan of the said work is the plan marked "Richmond to Kurrajong," 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 Commissioners.
- 4.** The cost of carrying out the said work, estimated at sixty-one thousand four hundred pounds (exclusive of land resumptions), may be defrayed from such Loan Votes as are now or may hereafter be applicable to the purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from such appropriations, and shall not under any circumstances exceed the estimated cost 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.
- 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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*Richmond to Kurrajong Railway.*

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**7.** The Railway Commissioners for New South Wales and any persons authorised by them may during construction use the said line, or any part thereof, and for that purpose 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 extension of the Blacktown to Richmond Railway commences at the terminus in Richmond at 37 miles 62 chains 67 links from Sydney, and proceeds in a north-westerly direction across East Market street, through the south-eastern corner of the park, along March-street, and across the Hawkesbury River road bridge; thence it leaves the main road and passes through the south-eastern portion of the village of Enfield, and continuing north-westerly, bisects the racecourse and ascends and crosses Red Bank Creek, about  $2\frac{1}{2}$  miles beyond which it reaches the main road from South Kurrajong to Grose Valley, the south-eastern side of which it ascends northerly to the terminus, at 44 miles 50 chains 85 links, near Woodhill's store, Mount Mailland, at the junction of the Grose Valley and the Richmond to Kurrajong roads, being a total distance of 6 miles 68 chains 18 links, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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

W. E. DAVIDSON,  
*Government House,* Governor.  
*Sydney, 26th November, 1919.*

1875

Received of Mr. [Name]

the sum of [Amount] Dollars  
for [Purpose]

This receipt is valid for [Duration]

Witness my hand and seal this [Date]

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.

W. S. MOWLE,  
Clerk of the Legislative Assembly.

Legislative Assembly Chamber,  
Sydney, 23 October, 1919.

## New South Wales.



ANNO DECIMO

# GEORGI V REGIS.

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Act No. , 1919.

An Act to sanction the construction of a line of railway from Richmond to Kurrajong; to provide for the use of the said line during construction; to authorise the construction of the said line on, along, or by the side of any road or highway; to amend the Public Works Act, 1912; and for purposes consequent thereon or incidental thereto.

**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  
5 construction of a line of railway from Richmond to  
Kurrajong;

*Richmond to Kurrajong Railway.*

Kurrajong: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on some Member of the Executive Council having a seat in the said Assembly, to introduce a Bill into the said  
 5 Assembly to sanction the carrying 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  
 10 authority of the same as follows:—

**1.** This Act may be cited as the "Richmond to Kurrajong Railway Act, 1919." Short title.

**2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby  
 15 sanctioned. Work sanctioned.

**3.** The plan of the said work is the plan marked  
 "Richmond to Kurrajong," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway  
 20 Construction, and deposited in the public office of the said Commissioners. The plan.

**4.** The cost of carrying out the said work, estimated at sixty-one thousand four hundred pounds (exclusive of land resumptions), may be defrayed from such Loan  
 25 Votes as are now or may hereafter be applicable to the purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from such appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum. Cost, and how to be defrayed.

**5.** The said line of railway may be constructed on or  
 30 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  
 35 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  
 40 as it may think fit. Fencing.

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*Richmond to Kurrajong Railway.*

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7. The Railway Commissioners for New South Wales and any persons authorised by them may during construction use the said line, or any part thereof, and for that purpose may run thereon any carriages or waggons 5 propelled or drawn by any motive power. Use of line during construction.

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Relating to Kentucky Railroads

Section 1. The Board of Railroad Commissioners for the State of Kentucky is hereby organized and authorized to exercise the powers and perform the duties conferred upon it by this act, and to report to the General Assembly at its next session.

Section 2. The Board of Railroad Commissioners shall consist of five members, to be appointed by the Governor, one of whom shall be the Chairman. The members shall hold office for a term of two years, and may be reappointed.

Section 3. The Board of Railroad Commissioners shall have the honor of the rank of Major-General in the Army of the United States, and shall be entitled to the same precedence as Major-Generals.