

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, 12 November, 1919.*

New South Wales.



ANNO DECIMO

GEORGII V REGIS.

Act No. 9, 1919.

An Act to sanction the construction of a line of railway from The Rock to Pulletop; 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, 20th November, 1919.]

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 construction of a line of railway from The Rock to Pulletop: And
whereas,

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.

The Rock to Pulletop Railway.

whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed upon 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:—

- Short title. **1.** This Act may be cited as "The Rock to Pulletop Railway Act, 1919."
- Work sanctioned. **2.** The carrying out of the work (more particularly described in the Schedule to this Act) is hereby sanctioned.
- Plan of work. **3.** The plan of the said work is the plan marked "The Rock to Pulletop (via Mangoplah)," 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.
- Cost, and how to be defrayed. **4.** The cost of carrying out the said work, estimated at one hundred and thirty thousand pounds (exclusive of land resumptions), shall be defrayed from such Loan Votes 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.
- 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 no required along the line. **6.** Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be required or 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.

The Rock to Pulletop Railway.

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 waggon^s propelled or drawn by any motive power.

Use of line
during
construction.

SCHEDULE.

COMMENCING at 332 miles from Sydney at a point on the Great Southern Railway immediately beyond The Rock Railway Station; thence running in a south-east direction to a point about 3 miles south of Pulletop Homestead, the line practically follows the main road and is to the south of Burke's Creek, passing through the holdings of Mangoplah and Pulletop, and terminates at 355 miles from Sydney, being a total distance of 23 miles, 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,
Governor.
Government House,
Sydney, 20th November, 1919.

*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.



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GEORGII V REGIS.

Act No. , 1919.

An Act to sanction the construction of a line of railway from The Rock to Pulletop ; 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.

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Assembly did, by resolution, declare that it was expedient
to carry out a certain work, namely, the construction
of a line of railway from The Rock to Pulletop : And
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12—
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The Rock to Pulletop Railway.

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

1. This Act may be cited as "The Rock to Pulletop Short title.
 Railway Act, 1919."

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

3. The plan of the said work is the plan marked Plan of work.
 "The Rock to Pulletop (via Mangoplah)," signed by the Railway Commissioners for New South Wales, and countersigned by the Chief Engineer for Railway and
 20 Tramway Construction, and deposited in the public office of the said Commissioners.

4. The cost of carrying out the said work, estimated Cost, and
 at one hundred and thirty thousand pounds (exclusive of how to be
 land resumptions), shall be defrayed from such Loan defrayed.
 25 Votes 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.

5. The said line of railway may be constructed on or Line may be
 along or by the side of any road or highway. constructed
on road.

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 one of the Public Works Act, 1912, the Constructing Fencing no
 Authority shall not be required or compelled, nor shall required
 35 it be the duty of the said Authority to make or maintain along
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 40 railway as it may think fit.

The Rock to Pulletop Railway.

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.

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- COMMENCING at 332 miles from Sydney at a point on the Great Southern Railway immediately beyond The Rock Railway Station; thence running in a south-east direction to a point about 3 miles south of Pulletop Homestead, the line practically follows the main road and is to the south of Burke's Creek, passing through the holdings of Mangoplah and Pulletop, and terminates at 355 miles from Sydney, being a total distance of 23 miles, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

The Board of Directors of the American Association
has decided to hold its annual meeting in the
city of New York.

The meeting will be held at the
Hotel New York, from the 1st to the 5th
of December, 1907.

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