

*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

# **GEORGI V REGIS.**

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### **Act No. 14, 1919.**

An Act to sanction the construction of a line of railway from Yanco to Griffith ; to amend the Public Works Act, 1912 ; and for purposes consequent thereon and incidental thereto.  
[Assented to, 27th November, 1919.]

**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 of a line of railway from Yanco to Griffith : And whereas,  
on

*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.*



*Yanco to Griffith Railway.*

on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister 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 "Yanco to Griffith Railway Act, 1919."
- Work sanctioned. **2.** The carrying out of the work (more particularly described in the Schedule to this Act) is hereby sanctioned.
- The plan. **3.** The plan of the said work is the plan marked "Yanco to Griffith," 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 two hundred and thirty thousand 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.
- Line may be constructed on road. **5.** The said line of railway may be constructed on along or by the side of any 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 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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*Yanco to Griffith Railway.*

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7. The said Railway Commissioners, 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 proposed railway commences at a point 367 miles from Sydney on the existing line, Junee to Hay, immediately beyond Yanco Station, and thence runs in a north-westerly direction for about 3 miles to the eastern side of the Branch Canal; thence taking a northerly direction and touching the western side of the town of Leeton at about 4 miles from Yanco; thence running in a westerly direction to the Branch Canal; thence the line runs in a north-westerly direction to the village of Griffith, terminating at 399 miles 29 chains, where it junctions with the existing line from Barellan to Mirrool (Griffith) at a point 384½ miles from Sydney, being a total distance of 32 miles 29 chains; 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, 27th November, 1919.







*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.*

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Sydney, 19 November, 1919.*

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Act No. 14, 1919.

An Act to sanction the construction of a line of railway from Yanco to Griffith; to amend the Public Works Act, 1912; and for purposes consequent thereon and incidental thereto. [Assented to, 27th November, 1919.]

**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 of a line of railway from Yanco to Griffith: And whereas,  
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*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.*



*Yanco to Griffith Railway.*

on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister 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 “Yanco to Griffith Railway Act, 1919.”

Work sanctioned.

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

The plan.

**3.** The plan of the said work is the plan marked “Yanco to Griffith,” 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 two hundred and thirty thousand 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.

Line may be constructed on road.

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

**7.**



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*Yanco to Griffith Railway.*

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**7.** The said Railway Commissioners, 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 proposed railway commences at a point 367 miles from Sydney on the existing line, Junee to Hay, immediately beyond Yanco Station, and thence runs in a north-westerly direction for about 3 miles to the eastern side of the Branch Canal ; thence taking a northerly direction and touching the western side of the town of Leeton at about 4 miles from Yanco ; thence running in a westerly direction to the Branch Canal ; thence the line runs in a north-westerly direction to the village of Griffith, terminating at 399 miles 29 chains, where it junctions with the existing line from Barellan to Mirrool (Griffith) at a point 384½ miles from Sydney, being a total distance of 32 miles 29 chains ; 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, 27th 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, 11 November, 1919.*

## New South Wales.



ANNO DECIMO

## GEORGII V REGIS.

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Act No. , 1919.

An Act to sanction the construction of a line of  
railway from Yanco to Griffith ; to amend the  
Public Works Act, 1912 ; and for purposes  
consequent thereon and 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 construction of  
a line of railway from Yanco to Griffith : And whereas,



*Yanco to Griffith Railway.*

on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister to introduce a Bill into the said Assembly to sanction the carrying out of the said work : Be it therefore enacted  
5 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 "Yanco to Griffith 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.  
sanctioned.

15 **3.** The plan of the said work is the plan marked The plan.  
"Yanco to Griffith," signed by the Railway Commis-  
sioners for New South Wales, and countersigned by  
the Chief Engineer for Railway and Tramway Con-  
struction, and deposited in the public office of the said  
20 Commissioners.

**4.** The cost of carrying out the said work, estimated Cost, and  
at two hundred and thirty thousand pounds (exclusive how to be  
of land resumptions), may be defrayed from such Loan defrayed.  
Votes as are now, or may hereafter be, applicable to the  
25 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 Line may be  
30 along or by the side of any road or highway. constructed  
on road.

**6.** Notwithstanding the provisions of section ninety- Fencing.  
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  
35 fence along the said line of railway for the accom-  
modation 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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*Yanco to Griffith Railway.*

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**7.** The said Railway Commissioners, 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  
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SCHEDULE.

10 This proposed railway commences at a point 367 miles from Sydney on the existing line, Junee to Hay, immediately beyond Yanco Station, and thence runs in a north-westerly direction for about 3 miles to the eastern side of the Branch Canal; thence taking a northerly direction and touching the western side of the town of Leeton at about 4 miles from Yanco; thence running in a westerly direction to the Branch Canal; thence the line runs in a north-westerly direction to the village of Griffith, terminating at 399 miles 29 chains, where it junctions with  
15 the existing line from Barellan to Mirrool (Griffith) at a point 384½ miles from Sydney, being a total distance of 32 miles 29 chains; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

[4d.]



