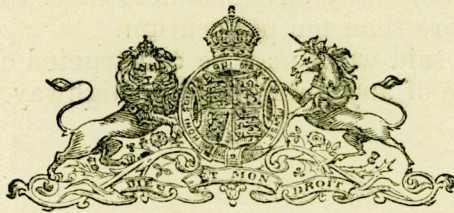


New South Wales.



ANNO QUINTO DECIMO

GEORGI II V REGIS.

Act No. 54, 1924.

An Act to sanction the construction of a line of railway from Canowindra to Gregra; and for purposes connected therewith. [Assented to, 23rd December, 1924.]

BE it 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 "Canowindra to Gregra Railway Act, 1924." Short title.

2.

Canowindra to Gregra Railway.

- 2.** The carrying out of the work described in the Schedule is hereby sanctioned.
- 3.** The plan of the said work is the plan marked "New South Wales Railways—Schedule Plan, Canowindra to Gregra," 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 is estimated at two hundred and sixteen thousand one hundred and ninety-eight pounds (exclusive of land resumptions), and shall not under any circumstances exceed the estimated cost by more than ten per centum.
- 5.** The said work may be constructed on or along or by the side of any public road or highway.

 SCHEDULE.

THIS railway commences at a point on the branch line from Canowindra to Eugowra about 1 mile north-westerly from Canowindra Station, and proceeds northerly on the eastern side of Toms Water Hole Creek for about 14 miles to the main road to Orange, which it crosses; thence a north-westerly bearing is taken for about 3 miles to a point about 3 miles east of the village of Toogong; thence a north-easterly bearing is taken for 6 miles, and Bowen Creek is crossed near its confluence with Bourimbla Creek, which is ascended to a point about $2\frac{1}{2}$ miles east of the village of Cudal; thence a northerly direction takes the line across Boree and Sandy Creeks near their confluence, and the latter creek is ascended for about 4 miles, and the line ends by a junction with the branch railway from Orange to Condobolin at the eastern end of Gregra Station at 224 miles 65 chains 52 links from Sydney via Orange, being a total distance of 33 miles 70 chains; and is subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

 By Authority:

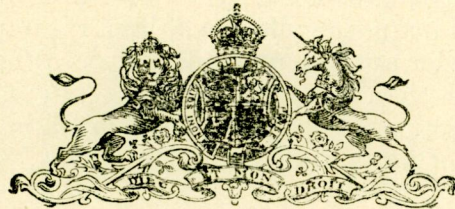
ALFRED JAMES KENT, Government Printer, Sydney, 1924.

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, 18 December, 1924, A.M.

New South Wales.



ANNO QUINTO DECIMO

GEORGI V REGIS.

Act No. 54, 1924.

An Act to sanction the construction of a line of railway from Canowindra to Gregra; and for purposes connected therewith. [Assented to, 23rd December, 1924.]

BE it 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 "Canowindra to Gregra Railway Act, 1924." **2.** Short title.

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

R. B. WALKER,
Chairman of Committees of the Legislative Assembly.

Canowindra to Gregra Railway.

- 2.** The carrying out of the work described in the Schedule is hereby sanctioned.
- 3.** The plan of the said work is the plan marked "New South Wales Railways—Schedule Plan, Canowindra to Gregra," 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 is estimated at two hundred and sixteen thousand one hundred and ninety-eight pounds (exclusive of land resumptions), and shall not under any circumstances exceed the estimated cost by more than ten per centum.
- 5.** The said work may be constructed on or along or by the side of any public road or highway.

SCHEDULE.

THIS railway commences at a point on the branch line from Canowindra to Eugowra about 1 mile north-westerly from Canowindra Station, and proceeds northerly on the eastern side of Toms Water Hole Creek for about 14 miles to the main road to Orange, which it crosses; thence a north-westerly bearing is taken for about 3 miles to a point about 3 miles east of the village of Toogong; thence a north-easterly bearing is taken for 6 miles, and Bowen Creek is crossed near its confluence with Bourimbla Creek, which is ascended to a point about $2\frac{1}{2}$ miles east of the village of Cudal; thence a northerly direction takes the line across Boree and Sandy Creeks near their confluence, and the latter creek is ascended for about 4 miles, and the line ends by a junction with the branch railway from Orange to Condobolin at the eastern end of Gregra Station at 224 miles 65 chains 52 links from Sydney via Orange, being a total distance of 33 miles 70 chains; and is 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.

D. R. S. DE CHAIR,
Governor.

*Government House,
Sydney, 23rd December, 1924.*

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.

*Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, December, 1924.*

New South Wales.



ANNO QUINTO DECIMO

GEORGI V REGIS.

Act No. , 1924.

An Act to sanction the construction of a line of railway from Canowindra to Gregra; and for purposes connected therewith.

BE it 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 "Canowindra to Gregra Railway Act, 1924." Short title.

Canowindra to Gregra Railway.

- 2.** The carrying out of the work described in the ^{Work} Schedule is hereby sanctioned. _{sanctioned.}
- 3.** The plan of the said work is the plan marked "New ^{The plan.} South Wales Railways—Schedule Plan, Canowindra to Gregra," 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 is ^{Cost.} estimated at two hundred and sixteen thousand one hundred and ninety-eight pounds (exclusive of land resumptions), and shall not under any circumstances exceed the estimated cost by more than ten per centum.
- 5.** The said work may be constructed on or along ^{Work may be} or _{constructed} by the side of any public road or highway. _{on road.}

SCHEDULE.

THIS railway commences at a point on the branch line from Canowindra to Eugowra about 1 mile north-westerly from Canowindra Station, and proceeds northerly on the eastern side of Toms Water Hole Creek for
 20 about 14 miles to the main road to Orange, which it crosses; thence a north-westerly bearing is taken for about 3 miles to a point about 3 miles east of the village of Toogong; thence a north-easterly bearing is taken for 6 miles, and Bowen Creek is crossed near its confluence with Bourimbla Creek, which is ascended to a point about 2½ miles east of
 25 the village of Cudal; thence a northerly direction takes the line across Boree and Sandy Creeks near their confluence, and the latter creek is ascended for about 4 miles, and the line ends by a junction with the branch railway from Orange to Condobolin at the eastern end of Gregra Station at 224 miles 65 chains 52 links from Sydney via
 30 Orange, being a total distance of 33 miles 70 chains; and is subject to such deviations and modifications as may be considered desirable by the Constructing Authority.