

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.

S. G. BOYDELL,
Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 1 June, 1928.*

New South Wales.



ANNO UNDEVICESIMO

GEORGII V REGIS.

Act No. 16, 1928.

An Act to sanction the construction of a line of railway from Casino to Bonalbo; to amend the Public Works Act, 1912; and for purposes connected therewith. [Assented to, 16th June, 1928.]

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 "Casino to Bonalbo Short title. Railway Act, 1928."

2. The carrying out of the works described in the Schedule to this Act is hereby sanctioned. Work sanctioned.

3. The plan of the said work is the plan marked The plan. "N.S.W. Railways, Casino to Bonalbo—Schedule Plan," signed by the Railway Commissioners for New South Wales

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.

Casino to Bonalbo Railway.

Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, endorsed L. 1,694, and deposited in the public office of the said Railway Commissioners.

Cost.

4. The cost of carrying out the said work (exclusive of land resumptions) is estimated at nine hundred and forty-three thousand six hundred and forty-seven pounds, and such estimated cost shall not, under any circumstances, be exceeded 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.

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.

SCHEDULE.

THIS railway commences at the centre of the Casino platform on the existing Grafton to Casino railway at 501 miles 30 chains from Sydney and proceeds thence in a southerly direction for a distance of 1 mile 37 chains via the aforesaid railway to 499 miles 73 chains from Sydney at which point it leaves the existing line and proceeds in a westerly direction for 9 miles to the northern side of the Shannon Brook or Deep Creek; thence it follows that side of that creek for 9 miles; thence still westerly for a distance of 3 miles ascending to 22 miles 40 chains from Casino, at which mileage it crosses the Richmond Range; thence in a south-westerly direction descending on the northern side of Blacks' Camp Creek for a distance of $2\frac{1}{2}$ miles to 25 miles from Casino; thence it turns sharply and proceeds in a north-westerly direction for 5 miles to 30 miles from Casino, at which mileage it crosses the spur dividing the waters of the Tunglebung and Bottle Creeks; thence descending in a north-westerly direction for about $2\frac{1}{2}$ miles to Bottle Creek, which it crosses at $32\frac{1}{2}$ miles and proceeds in a northerly and north-westerly direction for about $5\frac{1}{2}$ miles to Bonalbo, where it terminates at 539 miles 26 chains from Sydney, being a total distance of 37 miles 76 chains from Casino 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.

D. R. S. DE CHAIR,

*Government House,
Sydney, 16th June, 1928.*

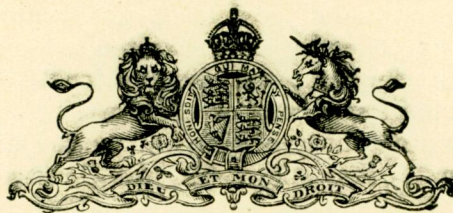
Governor.

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.

S. G. BOYDELL,
Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 31 May, 1928.*

New South Wales.



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5 the same, as follows:—

1. This Act may be cited as the "Casino to Bonalbo Short title.
Railway Act, 1928."
2. The carrying out of the works described in the Work
Schedule to this Act is hereby sanctioned. sanctioned.
- 10 3. The plan of the said work is the plan marked The plan.
"N.S.W. Railways, Casino to Bonalbo—Schedule Plan,"
signed by the Railway Commissioners for New South
Wales

Casino to Bonalbo Railway.

Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, endorsed L. 1,694, and deposited in the public office of the said Railway Commissioners.

- 5 **4.** The cost of carrying out the said work (exclusive of land resumptions) is estimated at nine hundred and forty-three thousand six hundred and forty-seven pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum. Ccst
- 10 **5.** The said line of railway may be constructed on or 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 Fencing.
- 15 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
- 20 railway as it may think fit.

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