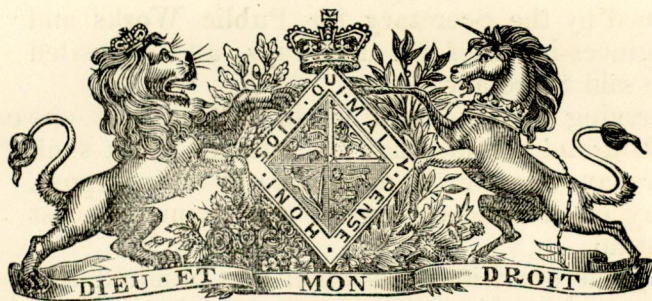


*This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.*

*Legislative Assembly Chamber,  
Sydney, 25 September, 1895.* }

F. W. WEBB,  
*Clerk of the Legislative Assembly.*

## New South Wales.



ANNO QUINQUAGESIMO NONO

# VICTORIÆ REGINÆ.

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No. .

An Act to sanction the construction of a line of Railway from Goulburn to Crookwell, provided that before commencing the said work certain land required is contracted to be conveyed to the Crown, or an indemnity is given for the cost of resuming the same; to authorise the construction of the said line on public roads, and without making or maintaining fences along the said line; and for other purposes.

**W**HEREAS, in accordance with the provisions of the Public Works Preamble.  
Act of 1888, 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 Goulburn to Crookwell: And  
5 whereas on the passing of the said resolution a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of the said work: Be it therefore enacted by the Queen's Most Excellent Majesty,

*Goulburn to Crookwell Railway.*

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. The carrying out of the said work (more particularly Work sanctioned.  
5 described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the Member of the Executive Council for the time being performing the duties of the said Secretary, is hereby authorised to undertake and carry out the said work subject to the provisions of this Act, and for that purpose shall be, and shall  
10 have the powers and duties of, a Constructing Authority within the meaning of the Public Works Act of 1888 :

Provided that the said work shall not be commenced to be constructed unless the private land required for the construction of the line (except town allotments) has been contracted by instrument  
15 in writing to be conveyed by deed of gift, transfer, or exchange from the owners to the Crown, or unless the Crown has been indemnified by substantial persons against the cost of resuming the land required as aforesaid.

2. The plan of the said work is the plan marked "Goulburn to Plan of work.  
20 Crookwell Railway," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railways, and deposited in the public office of the said Secretary.

3. The cost of carrying out the said work, estimated at one Cost, how to be  
defrayed.  
hundred and forty-four thousand pounds, may be defrayed from such  
25 Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

4. Notwithstanding the provisions of section one hundred and Constructing  
Authority not  
required to fence the  
line.  
30 six of the Public Works Act of 1888 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  
35 fences in connection with the said line of railway as it may think fit.

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

6. This Act may be cited as the "Goulburn to Crookwell Short title.  
Railway Act, 1895."

## SCHEDULE.

40 *Goulburn to Crookwell Railway.*

This line commences by a junction with the Great Southern Railway at one hundred and thirty-four miles forty-four chains forty-one links from Sydney, crossing the Wollondilly River, and proceeding in a northerly direction to railway reserve one hundred and eighty-seven; thence north-westerly *via* Woodhouselee to M'Alister; thence  
45 west by south to Crookwell, where it ends at one hundred and seventy miles six chains sixty-four links, being a total distance of thirty-five miles forty-two chains forty-three links, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.