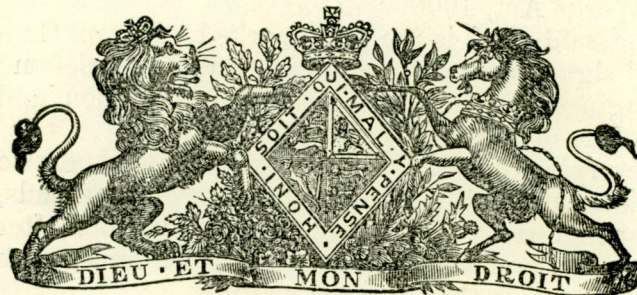


This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

*Legislative Assembly Chamber,
Sydney, 20 November, 1901.* }

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

New South Wales.



ANNO PRIMO

EDWARDI VII REGIS.

Act No. , 1901.

An Act to sanction the construction of a line of Railway from Bogan Gate to Bulbodney; to amend the Public Works Act, 1900, so far as it relates to the duty of the Constructing Authority to make and maintain fences along the said line; to authorise the construction of the said line on public roads; and for other purposes.

WHEREAS, in accordance with the provisions of the Public Works Act, 1900, 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 Bogan Gate to Bulbodney: And ^{Preamble.} 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:

Bogan Gate to Bulbodney Railway.

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 :—

- 5 1. This Act may be cited as the "Bogan Gate to Bulbodney Short title.
Railway Act, 1901."
2. The carrying out of the said work (more particularly Work sanctioned.
described in the Schedule to this Act) is hereby sanctioned; and the
Secretary for Public Works, or the Member of the Executive Council
10 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
have the powers and duties of, a Constructing Authority within the
meaning of the Public Works Act, 1900.
- 15 3. The plan of the said work is the plan marked "Bogan Gate Plan of work.
to Bulbodney Railway," signed by the Secretary for Public Works and
countersigned by the Engineer-in-Chief for Railway Construction, and
deposited in the public office of the said Secretary.
4. The cost of carrying out the said work, estimated at two Cost, how to be
defrayed.
20 hundred and twenty-nine thousand three hundred and seventy pounds,
may be defrayed from such 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.
5. Notwithstanding the provisions of section eighty-four of the Constructing
Authority not
required to fence
the line.
25 Public Works Act, 1900, the Constructing Authority shall not be
required nor 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
30 in connection with the said line of railway as it may think fit.
6. The said line of railway may be constructed on any public Line may be on road.
road.

SCHEDULE.

Bogan Gate to Bulbodney Railway.

- 35 This line commences by a junction with the Parkes to Condobolin railway at the
east end of Bogan Gate station, at two hundred and ninety-one miles forty-eight chains
eighty-three links from Sydney, and proceeds in a north-westerly direction along travelling
stock reserve six thousand six hundred and forty-five, and skirting the main road to
40 Gobondry, which is crossed several times, Trundle being passed at three hundred and
eight miles, ten miles beyond which a more northerly direction is taken until Bullock
Creek is crossed, at three hundred and thirty-two miles. The north-westerly direction is
then resumed, the road from Dandaloo to Melrose being crossed at three hundred and
fifty miles, and the line ends near Bulbodney Creek, at three hundred and sixty-six miles
45 fifty-three chains eighty-three links, being a distance of seventy-five miles five chains, and
subject to such deviations and modifications as may be considered desirable by the
Constructing Authority.

Sydney: William Applegate Gullick, Government Printer.—1901.