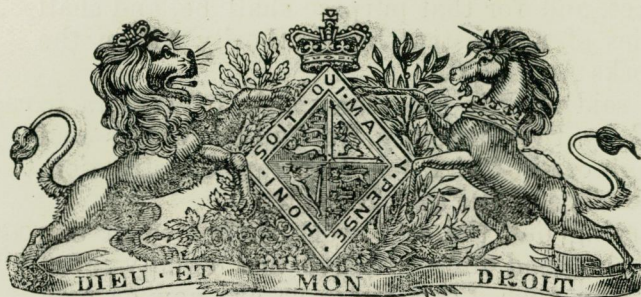


This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

*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 Temora to Barellan; to amend the Public Works Act, 1900, so far as 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 Preamble. 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 Temora to Barellan: 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

Temora to Barellan Railway.

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:—

1. This Act may be cited as the "Temora to Barellan Railway Act, 1901." Short title.

2. The carrying out of the said work (more particularly 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 have the powers and duties of, a Constructing Authority within the meaning of the Public Works Act, 1900. Work sanctioned.

3. The plan of the said work is the plan marked "Temora to Barellan 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. Plan of work.

4. The cost of carrying out the said work, estimated at one hundred and seventy-one thousand nine hundred and twenty-seven 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. Cost, how to be defrayed.

5. Notwithstanding the provisions of section eighty-four of the 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 in connection with the said line of railway as it may think fit. Constructing Authority not required to fence the line.

6. The said line of railway may be constructed on any public road. Line may be on road.

Temora to Barellan Railway.

SCHEDULE.

Temora to Barellan.

This line is an extension westward of the branch railway from Cootamundra to Temora, and begins at the north end of the station in the latter town, at two hundred and ninety-one miles thirty chains from Sydney, and proceeds in a due west course for about six miles to the watershed of the Lachlan and Murrumbidgee Rivers; thence it diverges slightly to the north passing south of Mandamah or Broken Dam to Mirool Creek, which is followed south-westerly, passing Five-mile Dam and Ariab, it crosses that creek near Warri; thence a west by north direction is adopted for about nine miles passing to the south of Taylor's Hill and after taking a due west course for about ten miles the line ends near Barellan at between three hundred and fifty-one miles and three hundred and fifty miles from Sydney; being a total length of about sixty miles, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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