

New South Wales.



ANNO PRIMO

EDWARDI VII REGIS.

Act No. 50, 1901.

An Act to sanction the construction of a line of railway from Temora to Wyalong ; to amend the provisions of the Public Works Act, 1900, so far as they relate 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. [Assented to, 21st November, 1901.]

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 Temora to Wyalong : And 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 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 Wyalong Railway Act, 1901."

Preamble.

Short title.

2.

Temora to Wyalong Railway.

Work sanctioned.

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.

Plan of work.

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

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and twenty-six thousand eight hundred and ten 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.

Constructing Authority not required to fence the line.

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.

Line may be constructed along a road.

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

SCHEDULE.

Temora to Wyalong Railway.

This line is an extension of the Cootamundra to Temora Branch Railway, and begins at two hundred and ninety-one miles sixty-three chains fifty-four links from Sydney, and proceeds north north-westerly occupying with the exception of about a mile, near three hundred miles, one side of the main road to Wyalong, passing the mining township of Trungly at three hundred and five miles, to within about four and a half miles of Barmedman, where it diverges slightly to the north, crossing the main road, and passing that township on its western side; it then adjoins the western side of the main road to about three hundred and thirty-one miles, here the line bends westward passing south of Wyalong, and ends at the southern side of West Wyalong at three hundred and thirty-three miles thirty-one chains fifty-four links from Sydney; being a total distance of forty-one miles forty-eight chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority: WILLIAM APPLIGATE GULLICK, Government Printer, Sydney, 1901.

[3d.]

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.

*Legislative Assembly Chamber,
Sydney, 13 November, 1901. }*

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

New South Wales.



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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 Wyalong : And 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 King's Most Excellent Majesty,

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

J. H. CANN,
Chairman of Committees of the Legislative Assembly.

Temora to Wyalong 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:—

Short title.

1. This Act may be cited as the "Temora to Wyalong Railway Act, 1901."

Work sanctioned.

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.

Plan of work.

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

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and twenty-six thousand eight hundred and ten 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.

Constructing Authority not required to fence the line.

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.

Line may be constructed along a road.

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

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This line is an extension of the Cootamundra to Temora Branch Railway, and begins at two hundred and ninety-one miles sixty-three chains fifty-four links from Sydney, and proceeds north north-westerly occupying with the exception of about a mile, near three hundred miles, one side of the main road to Wyalong, passing the mining township of Trungly at three hundred and five miles, to within about four and a half miles of Barmedman, where it diverges slightly to the north, crossing the main road, and passing that township on its western side; it then adjoins the western side of the main road to about three hundred and thirty-one miles, here the line bends westward passing south of Wyalong, and ends at the southern side of West Wyalong at three hundred and thirty-three miles thirty-one chains fifty-four links from Sydney; being a total distance of forty-one miles forty-eight chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

In the name and on the behalf of His Majesty I assent to this Act.

FREDK. M. DARLEY,
Lieutenant-Governor.

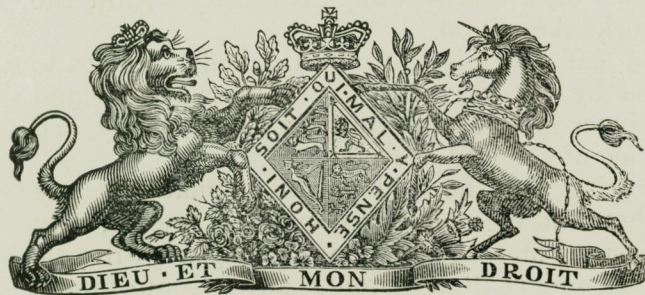
*State Government House,
Sydney, 21st November, 1901.*

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, 24 October, 1901. }*

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

New South Wales.



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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 Wyalong : 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 King's Most Excellent Majesty,

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1. This Act may be cited as the “Temora to Wyalong Railway”
5 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
10 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
15 Wyalong 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 twenty-six thousand eight hundred and ten pounds, may
20 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
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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.
- 30 6. The said line of railway may be constructed on or along or
by the side of any public road or highway. Line may be constructed along a road.

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mile, near three hundred miles, one side of the main road to Wyalong, passing the
mining township of Trungly at three hundred and five miles, to within about four and a
40 half miles of Barmedman, where it diverges slightly to the north, crossing the main
road, and passing that township on its western side; it then adjoins the western side
of the main road to about three hundred and thirty-one miles, here the line bends
westward passing south of Wyalong, and ends at the southern side of West Wyalong at
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