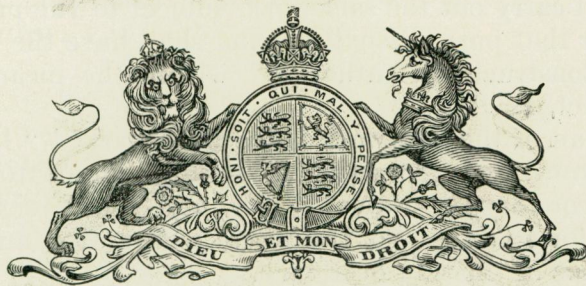


New South Wales.



ANNO OCTAVO

EDWARDI VII REGIS.

Act No. 19, 1908.

An Act to sanction the carrying out of a deviation of the Great Western Railway Line, to avoid that portion of the Lithgow Zigzag between the Bottom Points and the Coal Stage at Eskbank, "Section B"; and for purposes consequent thereupon or incidental thereto. [Assented to, 16th December, 1908.]

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 deviation on the Great Western Railway line, to avoid that portion of the Lithgow Zigzag between the Bottom Points and the Coal Stage at Eskbank, "Section B": 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

Great Western Railway Deviation (Lithgow Zigzag, "Section B")

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 "Great Western Railway Deviation (Lithgow Zigzag, 'Section B') Act, 1908."

Work sanctioned.

2. The carrying out of the 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 "Deviation to avoid the Lithgow Zigzag, 'Section B,' Bottom Points to Eskbank," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway 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 forty-nine thousand four hundred and twenty-seven pounds, may be defrayed from such Loan Votes as are now, or may hereafter be, applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

SCHEDULE.

THIS line commences at the Bottom Points of the Lithgow Zigzag, and proceeds in a northerly direction for about three-quarters of a mile, and after curving sharply to the west, it descends the left bank of Farmer's Creek south-westerly, until it adjoins the existing railway at ninety-four miles six chains on the new route; thence it runs almost parallel with that railway to where the deviation terminates at ninety-four miles twenty chains on the existing railway from Sydney; being a total length of three miles forty-six chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority: WILLIAM APPEGATE GULLICK, Government Printer, Sydney, 1908.

[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, 11 December, 1908.* }

RICHD. A. ARNOLD,
Clerk of the Legislative Assembly.

New South Wales.



ANNO OCTAVO

EDWARDI VII REGIS.

Act No. 19, 1908.

An Act to sanction the carrying out of a deviation of the Great Western Railway Line, to avoid that portion of the Lithgow Zigzag between the Bottom Points and the Coal Stage at Eskbank, "Section B"; and for purposes consequent thereupon or incidental thereto. [Assented to, 16th December, 1908.]

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 deviation on the Great Western Railway line, to avoid that portion of the Lithgow Zigzag between the Bottom Points and the Coal Stage at Eskbank, "Section B": 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

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

JOHN J. COHEN,
Chairman of Committees of the Legislative Assembly.

Great Western Railway Deviation (Lithgow Zigzag, "Section B").

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 "Great Western Railway Deviation (Lithgow Zigzag, 'Section B') Act, 1908."

Work sanctioned.

2. The carrying out of the 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 "Deviation to avoid the Lithgow Zigzag, 'Section B,' Bottom Points to Eskbank," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway 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 forty-nine thousand four hundred and twenty-seven pounds, may be defrayed from such Loan Votes as are now, or may hereafter be, applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

SCHEDULE.

THIS line commences at the Bottom Points of the Lithgow Zigzag, and proceeds in a northerly direction for about three-quarters of a mile, and after curving sharply to the west, it descends the left bank of Farmer's Creek south-westerly, until it adjoins the existing railway at ninety-four miles six chains on the new route; thence it runs almost parallel with that railway to where the deviation terminates at ninety-four miles twenty chains on the existing railway from Sydney; being a total length of three miles forty-six chains, 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.

HARRY H. RAWSON,
Governor.

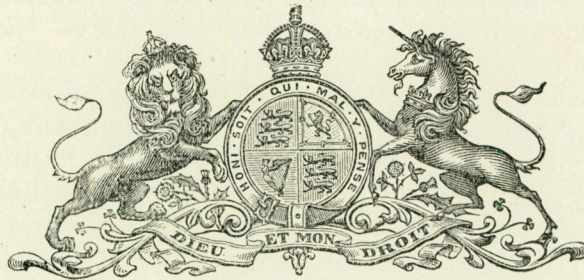
State Government House,
Sydney, 16th December, 1908.

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, 7 December, 1908.* }

RICHD. A. ARNOLD,
Clerk of the Legislative Assembly.

New South Wales.



ANNO OCTAVO

EDWARDI VII REGIS.

Act No. , 1908.

An Act to sanction the carrying out of a deviation of the Great Western Railway Line, to avoid that portion of the Lithgow Zigzag between the Bottom Points and the Coal Stage at Eskbank, "Section B"; and for purposes consequent thereupon or incidental thereto.

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 deviation on the Great Western Railway line, to avoid that portion of the Lithgow Zigzag between the Bottom Points and the Coal Stage at Eskbank, "Section B": 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

Great Western Railway Deviation (Lithgow Zigzag, "Section B").

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 "Great Western Railway Short title.
- 5 Deviation (Lithgow Zigzag, 'Section B') Act, 1908."
 2. The carrying out of the work, more particularly described in Work sanctioned. 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
 - 10 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.
 3. The plan of the said work is the plan marked "Deviation to Plan of work.
 - 15 avoid the Lithgow Zigzag, 'Section B,' Bottom Points to Eskbank," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.
 4. The cost of carrying out the said work, estimated at one Cost, how to be
 - 20 hundred and forty-nine thousand four hundred and twenty-seven defrayed. pounds, may be defrayed from such Loan Votes as are now, or may hereafter be, applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the
 - 25 estimated cost by more than ten per centum.

SCHEDULE.

THIS line commences at the Bottom Points of the Lithgow Zigzag, and proceeds in a northerly direction for about three-quarters of a mile, and after curving sharply to the west, it descends the left bank of Farmer's Creek south-westerly, until it adjoins the

30 existing railway at ninety-four miles six chains on the new route; thence it runs almost parallel with that railway to where the deviation terminates at ninety-four miles twenty chains on the existing railway from Sydney; being a total length of three miles forty-six chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

No. , 1908.

A BILL

To sanction the carrying out of a deviation of the Great Western Railway Line, to avoid that portion of the Lithgow Zigzag between the Bottom Points and the Coal Stage at Eskbank, "Section B"; and for purposes consequent thereupon or incidental thereto.

[MR. LEE;—3 *December*, 1908.]

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 deviation on the Great Western Railway line, to avoid that portion of the Lithgow Zigzag between the Bottom Points and the Coal Stage at Eskbank, "Section B": 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

- 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 "Great Western Railway Deviation (Lithgow Zigzag, 'Section B') Act, 1908." 5
- Work sanctioned. 2. The carrying out of the 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. 10
- Plan of work. 3. The plan of the said work is the plan marked "Deviation to avoid the Lithgow Zigzag, 'Section B,' Bottom Points to Eskbank," 15 signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway 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 forty-nine thousand four hundred and twenty-seven 20 pounds, may be defrayed from such Loan Votes as are now, or may hereafter be, applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum. 25

SCHEDULE.

THIS line commences at the Bottom Points of the Lithgow Zigzag, and proceeds in a northerly direction for about three-quarters of a mile, and after curving sharply to the west, it descends the left bank of Farmer's Creek south-westerly, until it adjoins the existing railway at ninety-four miles six chains on the new route; thence it runs almost parallel with that railway to where the deviation terminates at ninety-four miles twenty chains on the existing railway from Sydney; being a total length of three miles forty-six chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority. 30