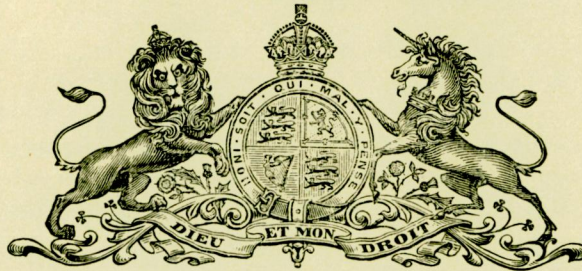


# New South Wales.



ANNO SECUNDO

## GEORGI V REGIS.

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### Act No. 3, 1912.

An Act to sanction the construction of a line of railway from Finley to Tocumwal; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority, or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [Assented to, 28th March, 1912.]

**W**HEREAS, 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 Finley to Tocumwal: 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



*Finley to Tocumwal Railway.*

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:—

Short title.

**1.** This Act may be cited as the "Finley to Tocumwal Railway Act, 1912."

Work sanctioned.

**2.** The carrying out the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Minister for Public Works, or the member of the Executive Council for the time being performing the duties of the said Minister, 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 "Finley to Tocumwal Railway," signed by the Minister for Public Works and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Minister.

Cost, how to be defrayed.

**4.** The cost of carrying out the said work (exclusive of land resumption and compensation), estimated at forty-six thousand eight hundred and sixty-eight pounds eleven shillings and fourpence, shall 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.

Line may be constructed on road.

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

Fencing not required along the line.

**6.** Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, 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 his discretion, make and maintain such fence in connection with the said line of railway as he may think fit.

Constructing Authority may use line.

**7.** The Constructing Authority, and any persons authorised by him, may use the said line or any part thereof before it is transferred to the Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or wagons propelled or driven by motive power.



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*Finley to Tocumwal Railway.*

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SCHEDULE.

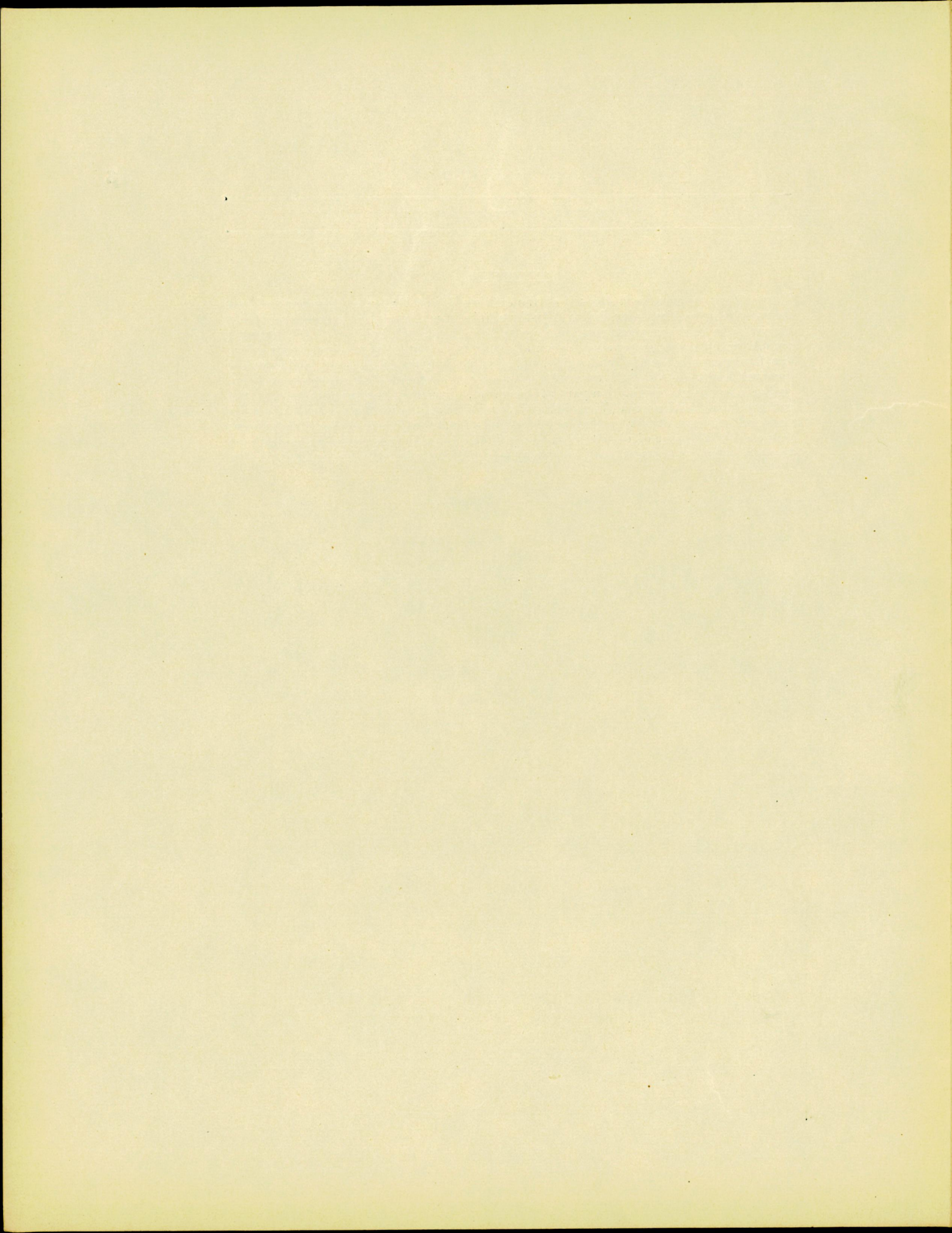
THIS railway commences at the end of the existing line at Finley, at four hundred and forty-seven miles, sixty-nine chains, fifty-three links from Sydney, and proceeds southerly through the temporary common, and across travelling stock reserve 14,491, running parallel with its most eastern boundary ; after curving about for approximately six miles, the line regains a southerly direction, and runs through travelling stock and camping reserve 25,666, and through reserve 88,785, nearly parallel with their eastern boundaries, and reaches the railway station yard at Tocumwal, where the line runs parallel with the railway from Strathmerton (Victoria), and terminates at the northern side of the main road to Deniliquin, at four hundred and fifty-nine miles, twenty-three chains from Sydney ; being a total distance of eleven miles, thirty-three chains, forty-seven links ; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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By Authority : WILLIAM APPELGATE GULLICK, Government Printer, Sydney, 1912.

[3d.]





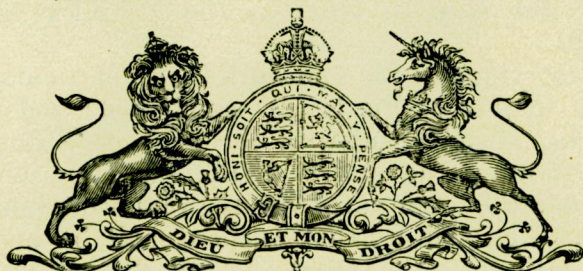


*I Certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.*

*Legislative Assembly Chamber,  
Sydney, 18 March, 1912.* }

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

## New South Wales.



ANNO SECUNDO

## GEORGII V REGIS.

\*\*\*\*\*

### Act No. 3, 1912.

An Act to sanction the construction of a line of railway from Finley to Tocumwal; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority, or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [Assented to, 28th March, 1912.]

**W**HEREAS, in accordance with the provisions of the Public <sup>Preamble.</sup> 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 Finley to Tocumwal: 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

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

R. D. MEAGHER,  
*Chairman of Committees of the Legislative Assembly.*



*Finley to Tocumwal Railway.*

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:—

Short title.

**1.** This Act may be cited as the "Finley to Tocumwal Railway Act, 1912."

Work sanctioned.

**2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Minister for Public Works, or the member of the Executive Council for the time being performing the duties of the said Minister, 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 "Finley to Tocumwal Railway," signed by the Minister for Public Works and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Minister.

Cost, how to be defrayed.

**4.** The cost of carrying out the said work (exclusive of land resumption and compensation), estimated at forty-six thousand eight hundred and sixty-eight pounds eleven shillings and fourpence, shall 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.

Line may be constructed on road.

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

Fencing not required along the line.

**6.** Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, 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 his discretion, make and maintain such fence in connection with the said line of railway as he may think fit.

Constructing Authority may use line.

**7.** The Constructing Authority, and any persons authorised by him, may use the said line or any part thereof before it is transferred to the Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or wagons propelled or driven by motive power.



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*Finley to Tocumwal Railway.*

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SCHEDULE.

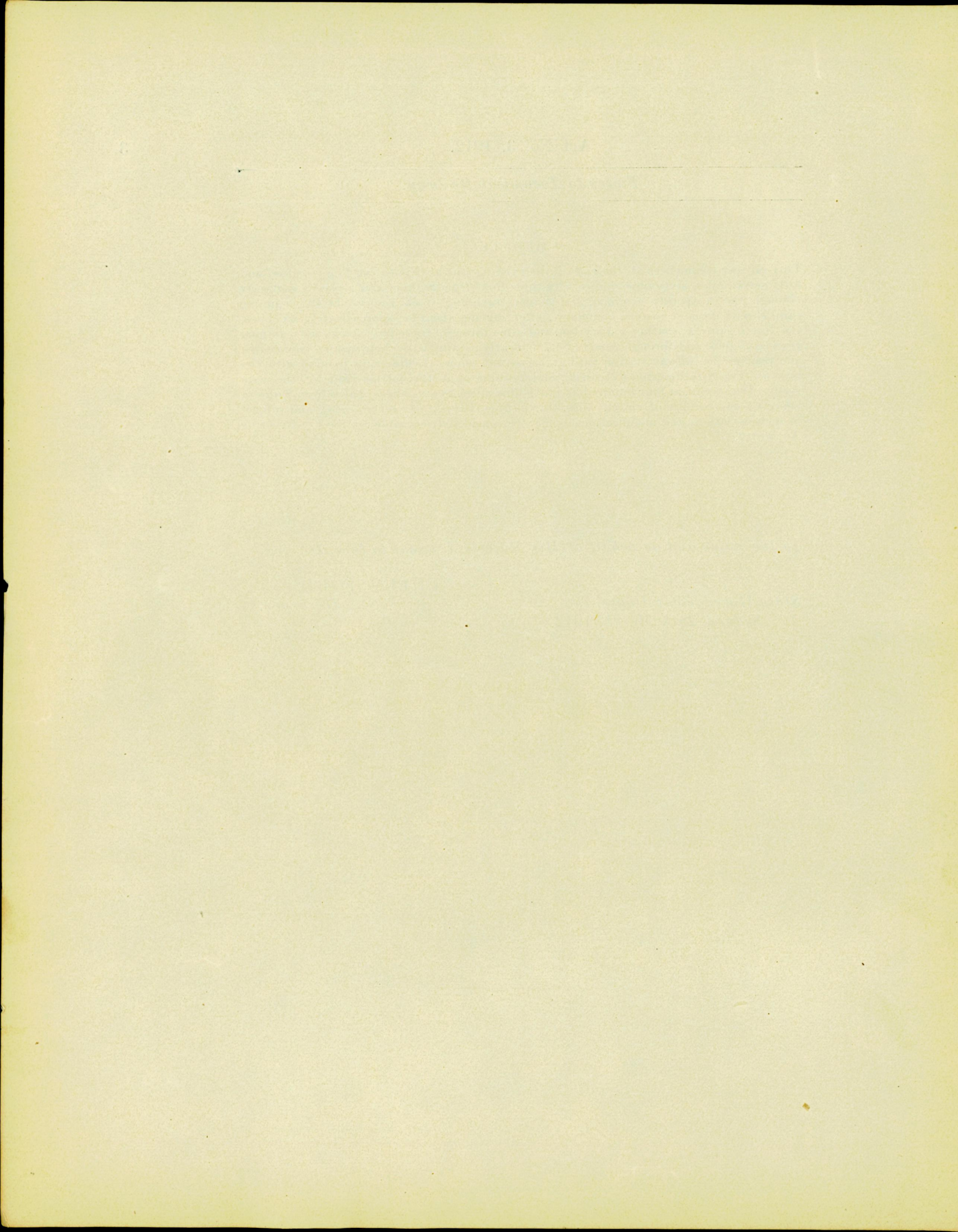
THIS railway commences at the end of the existing line at Finley, at four hundred and forty-seven miles, sixty-nine chains, fifty-three links from Sydney, and proceeds southerly through the temporary common, and across travelling stock reserve 14,491, running parallel with its most eastern boundary ; after curving about for approximately six miles, the line regains a southerly direction, and runs through travelling stock and camping reserve 25,666, and through reserve 88,785, nearly parallel with their eastern boundaries, and reaches the railway station yard at Tocumwal, where the line runs parallel with the railway from Strathmerton (Victoria), and terminates at the northern side of the main road to Deniliquin, at four hundred and fifty-nine miles, twenty-three chains from Sydney ; being a total distance of eleven miles, thirty-three chains, forty-seven links ; 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.*

*State Government House,  
Sydney, 28th March, 1912.*

CHELMSFORD,  
*Governor.*





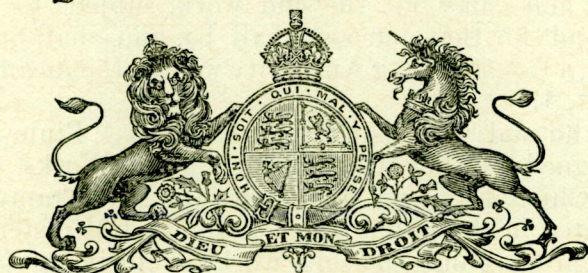


*This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.*

*Legislative Assembly Chamber,  
Sydney, 4 March, 1912. }*

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

## New South Wales.



ANNO SECUNDO

## GEORGI V REGIS.

\*\*\*\*\*

Act No. , 1912.

An Act to sanction the construction of a line of railway from Finley to Tocumwal; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority, or by persons authorised by him; and for other purposes consequent thereon or incidental thereto.

**W**HEREAS, 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 Finley to Tocumwal:  
5 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



*Finley to Tocumwal Railway.*

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 "Finley to Tocumwal Railway Act, 1912." Short title.
- 10       **2.** The carrying out the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Minister for Public Works, or the member of the Executive Council for the time being performing the duties of the said Minister, 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.
- 15       **3.** The plan of the said work is the plan marked "Finley to Tocumwal Railway," signed by the Minister for Public Works and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Minister. Plan of work.
- 20       **4.** The cost of carrying out the said work (exclusive of land resumption and compensation), estimated at forty-six thousand eight hundred and sixty-eight pounds eleven shillings and fourpence, shall 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.
- 25       **5.** 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 on road.
- 30       **6.** Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, 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 his discretion, make and maintain such fence in connection with the said line of railway as he may think fit. Fencing not required along the line.
- 35       **7.** The Constructing Authority, and any persons authorised by him, may use the said line or any part thereof before it is transferred to the Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or wagons propelled or driven by motive power. Constructing Authority may use line.



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*Finley to Tocumwal Railway.*

---

## SCHEDULE.

THIS railway commences at the end of the existing line at Finley, at four hundred and forty-seven miles, sixty-nine chains, fifty-three links from Sydney, and proceeds southerly through the temporary common, and across travelling stock reserve 14,491, running  
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10 road to Deniliquin, at four hundred and fifty-nine miles, twenty-three chains from Sydney ; being a total distance of eleven miles, thirty-three chains, forty-seven links ; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.



1871  
Journal of the Board of Directors

The Board of Directors of the  
Company has the honor to  
acknowledge the receipt of  
the sum of \$1000.00  
from the Treasurer of the  
Company, and to certify  
that the same has been  
received and is now on  
hand for the use of the  
Company.

In witness whereof, the Board of Directors  
has caused this certificate to be signed  
by its President and Secretary, and  
its corporate seal to be hereunto affixed,  
this 1st day of January, 1871.