New South Wales.

ANNO SECUNDO

GEORGII V REGIS.

* *

Act No. 10, 1911.

An Act to sanction the construction of a line of railway from Forbes to Stockinbingal; 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, 7th November, 1911.]

Preamble. 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 Forbes to Stockinbingal: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister for Public Works to introduce a Bill into the said Assembly to sanction the carrying out

of

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:—

Short title.

1. This Act may be cited as the "Forbes to Stockinbingal Railway Act, 1911."

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 works is the plan marked "Forbes to Stockinbingal 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 works, estimated at two hundred and ninety-three thousand nine hundred and twenty-eight pounds fourteen shillings and sixpence, 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 drawn by any motive power.

SCHEDULE

SCHEDULE.

THIS railway commences at two hundred and ninety-two miles thirty-two chains from Sydney, at the southern end of Forbes station, and proceeds south-easterly through a portion of the town and suburbs of Forbes, crosses the Lachlan River, and passes a short distance to the west of the main road from Grenfell, from about two hundred and ninety-nine miles the line passes south-westerly for approximately nineteen miles, crosses Ooma, Pinnacle, and Back Creeks, and passes about four miles west of Boyd Station, and crosses the Currowong Hills; thence in following a southerly direction for about thirteen miles it passes approximately eight miles west of Piney Range, and through Pullabooka; and after crossing Caragabal Creek, proceeds south-easterly for about thirty-eight miles, passes seven miles west or Kimbi; eight miles east of Morangarell, and five miles west of Tubbal; for the remaining length of about fourteen miles it follows a southerly course, and crosses Tumbleton, Congon, and Yeo Yeo Creeks, passes a short distance west of Stockinbingal and junctions with the existing railway from Cootamundra to Wyalong, about half a mile west of Stockinbingal Station, at three hundred and seventy-five miles seventy-two chains from Sydney via Forbes, and at two hundred and seventy miles three chains from Sydney via Cootamundra; being a total distance of eighty-three and a half miles; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority: WILLIAM APPLEGATE GULLICK, Government Printer, Sydney, 1911.

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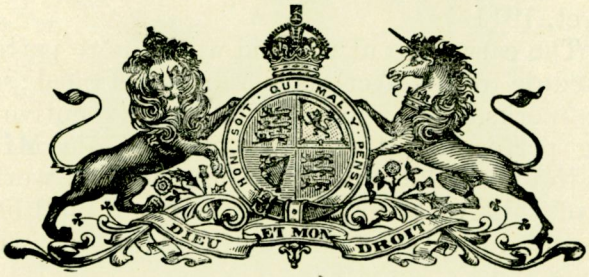

I Certify that this PUBLIC BILL, *which originated in the* LEGISLATIVE ASSEMBLY, *has finally passed the* LEGISLATIVE COUNCIL *and the* LEGISLATIVE ASSEMBLY *of* NEW SOUTH WALES.

Legislative Assembly Chamber,
Sydney, 25 *October*, 1911.

W. S. MOWLE,
Acting Clerk of the Legislative Assembly.

New South Wales.

ANNO SECUNDO

GEORGII V REGIS.

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Act No. 10, 1911.

An Act to sanction the construction of a line of railway from Forbes to Stockinbingal; 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, 7th November, 1911.]

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 Forbes to Stockinbingal: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of Preamble.

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.

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:—

Short title.

1. This Act may be cited as the "Forbes to Stockinbingal Railway Act, 1911."

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 works is the plan marked "Forbes to Stockinbingal 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 works, estimated at two hundred and ninety-three thousand nine hundred and twenty-eight pounds fourteen shillings and sixpence, 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 drawn by any motive power.

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THIS railway commences at two hundred and ninety-two miles thirty-two chains from Sydney, at the southern end of Forbes station, and proceeds south-easterly through a portion of the town and suburbs of Forbes, crosses the Lachlan River, and passes a short distance to the west of the main road from Grenfell, from about two hundred and ninety-nine miles the line passes south-westerly for approximately nineteen miles, crosses Ooma, Pinnacle, and Back Creeks, and passes about four miles west of Boyd Station, and crosses the Currowong Hills; thence in following a southerly direction for about thirteen miles it passes approximately eight miles west of Piney Range, and through Pullabooka; and after crossing Caragabal Creek, proceeds south-easterly for about thirty-eight miles, passes seven miles west or Kimbi; eight miles east of Morangarell, and five miles west of Tubbal; for the remaining length of about fourteen miles it follows a southerly course, and crosses Tumbleton, Congon, and Yeo Yeo Creeks, passes a short distance west of Stockinbingal and junctions with the existing railway from Cootamundra to Wyalong, about half a mile west of Stockinbingal Station, at three hundred and seventy-five miles seventy-two chains from Sydney via Forbes, and at two hundred and seventy miles three chains from Sydney via Cootamundra; being a total distance of eighty-three and a half miles; 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.

W. P. CULLEN,
Lieutenant-Governor.

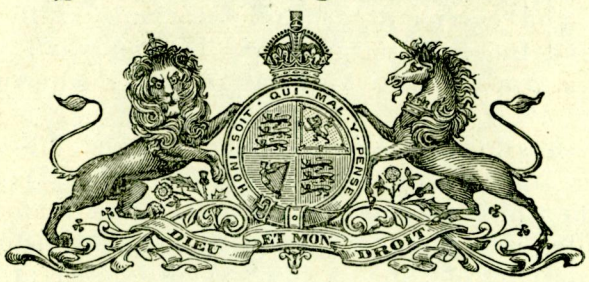
State Government House,
Sydney, 7th November, 1911.

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, 5 *October,* 1911.

W. S. MOWLE,
Acting Clerk of the Legislative Assembly.

New South Wales.



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GEORGII V REGIS.

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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 Forbes to Stockinbingal: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of Preamble.

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1. This Act may be cited as the "Forbes to Stockinbingal Railway Act, 1911." Short title.

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.

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Sydney: William Applegate Gullick, Government Printer.—1911.