

# New South Wales.



ANNO SECUNDO

## GEORGI V REGIS.

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### Act No. 2, 1912.

An Act to sanction the construction of a line of railway from Galong to Burrowa; 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 Galong to Burrowa: 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 the said work: Be it therefore enacted by the King's Most Excellent Majesty, by

*Galong to Burrowa Railway.*

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 “Galong to Burrowa 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 “Galong to Burrowa 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, estimated at eighty-one thousand six hundred and seventy-five pounds, 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 person 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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*Galong to Burrowa Railway.*

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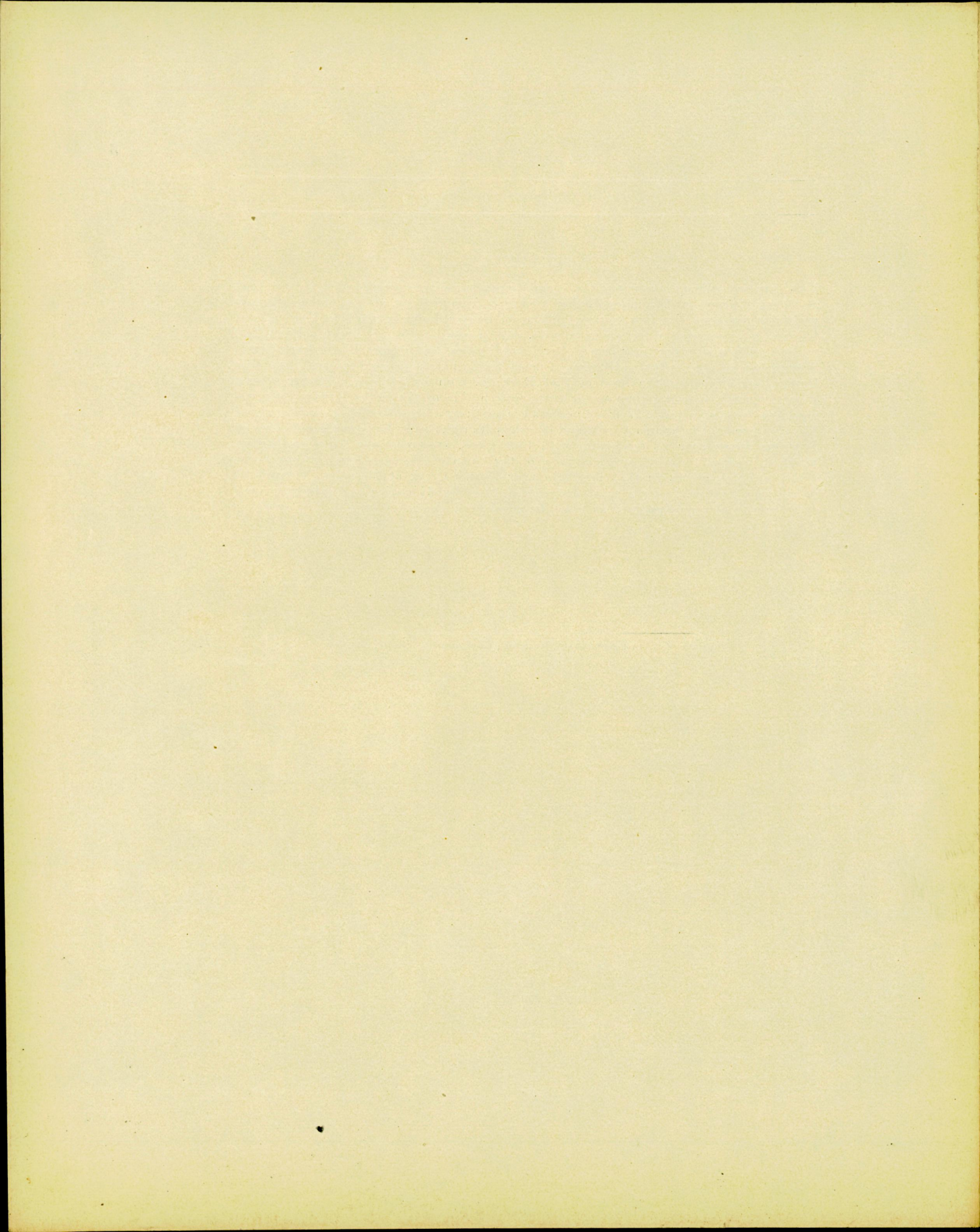
## SCHEDULE.

THE proposed railway commences at the north-western end of Galong Station, on the Great Southern Railway, at 215 miles 72 chains 83 links from Sydney, and in proceeding in a generally northern direction to about 220 miles, crosses the main road to Harden, and follows its eastern side for about a mile, and crosses Limestone Creek. From 220 miles it takes a north-easterly bearing for about 2 miles, and crosses Wellsinker's Creek. Thence the line proceeds slightly west of north to 225 miles, crosses Four and Five Mile Creeks, and traverses the head of Flat Rock Creek on its left side. It then takes a generally north-easterly course on the south-eastern side of the main Harden-Burrowa-road, crosses it at about 227 miles, follows the north-western side of that road for about  $1\frac{1}{2}$  miles, crosses Corcoran's Creek, and descends its right bank for about a mile, crosses Burrowa River near its confluence with that creek, approximately  $3\frac{1}{2}$  miles beyond which it reaches the southern boundary of the town of Burrowa, curves nearly due north, and terminates in that township near Ryan's Creek at 233 miles 56 chains 83 links from Sydney, being a total distance of 17 miles 64 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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

[3d.]

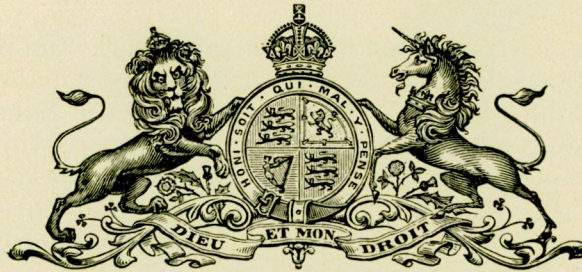


*I Certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.*

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

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

## New South Wales.



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### Act No. 2, 1912.

An Act to sanction the construction of a line of railway from Galong to Burrowa; 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 Galong to Burrowa: 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 the said work: Be it therefore enacted by the King's Most Excellent Majesty, by

*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.*

*Galong to Burrowa Railway.*

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 "Galong to Burrowa 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 "Galong to Burrowa 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, estimated at eighty-one thousand six hundred and seventy-five pounds, 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 person 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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*Galong to Burrowa Railway.*

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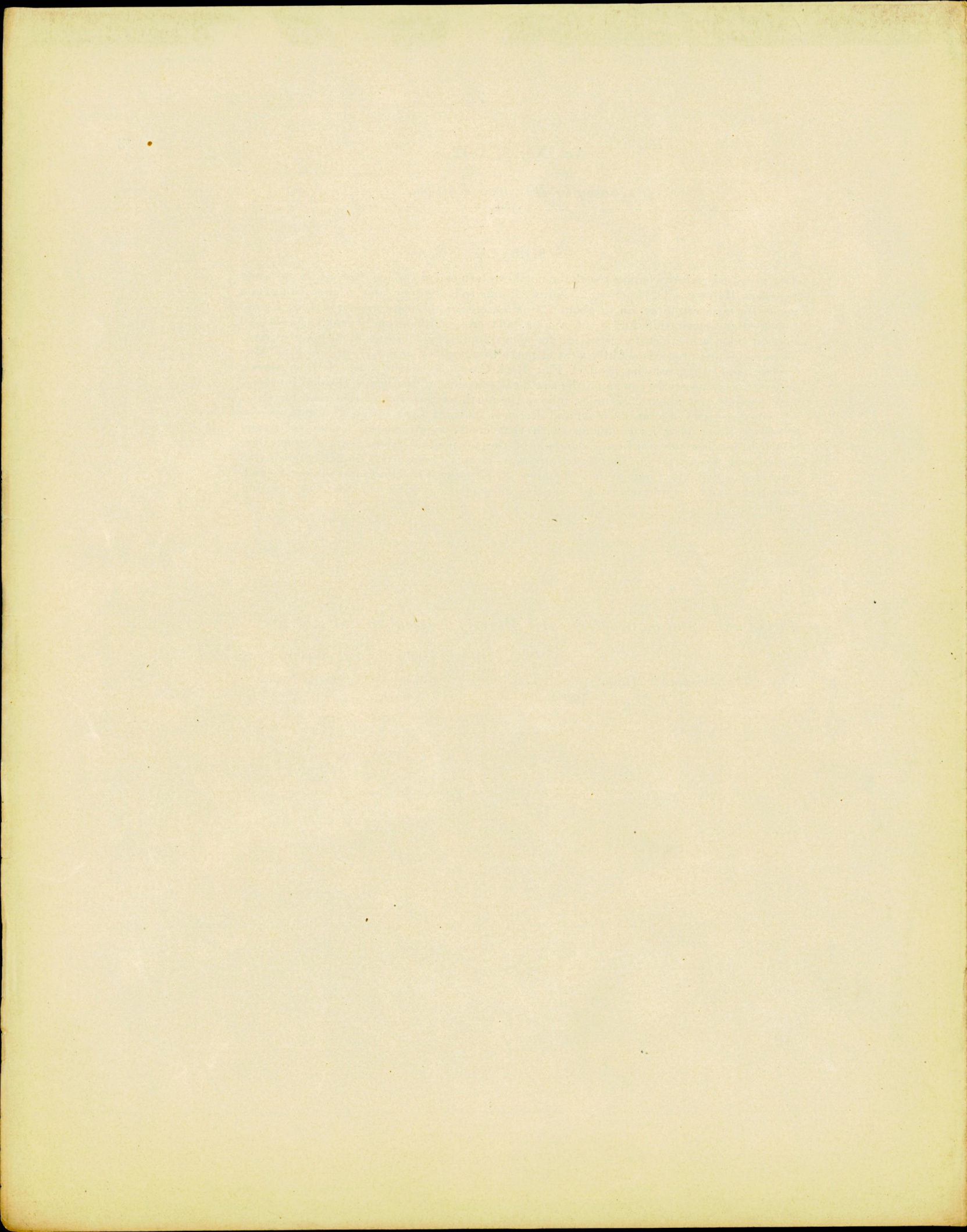
SCHEDULE.

THE proposed railway commences at the north-western end of Galong Station, on the Great Southern Railway, at 215 miles 72 chains 83 links from Sydney, and in proceeding in a generally northern direction to about 220 miles, crosses the main road to Harden, and follows its eastern side for about a mile, and crosses Limestone Creek. From 220 miles it takes a north-easterly bearing for about 2 miles, and crosses Wellsinker's Creek. Thence the line proceeds slightly west of north to 225 miles, crosses Four and Five Mile Creeks, and traverses the head of Flat Rock Creek on its left side. It then takes a generally north-easterly course on the south-eastern side of the main Harden-Burrowa-road, crosses it at about 227 miles, follows the north-western side of that road for about  $1\frac{1}{2}$  miles, crosses Corcoran's Creek, and descends its right bank for about a mile, crosses Burrowa River near its confluence with that creek, approximately  $3\frac{1}{2}$  miles beyond which it reaches the southern boundary of the town of Burrowa, curves nearly due north, and terminates in that township near Ryan's Creek at 233 miles 56 chains 83 links from Sydney, being a total distance of 17 miles 64 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.*

*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.*

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Act No. , 1912.

An Act to sanction the construction of a line of railway from Galong to Burrowa ; 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 Galong to Burrowa : And  
5 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 the said work : Be it therefore enacted by the King's Most Excellent Majesty,

*Galong to Burrowa Railway.*

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 “Galong to Burrowa Railway Short title.  
5 Act, 1912.”
- 2.** The carrying out of the said work (more particularly Work sanctioned.  
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  
10 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.
- 3.** The plan of the said work is the plan marked “Galong Plan of work.  
15 to Burrowa 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.
- 4.** The cost of carrying out the said work, estimated at eighty- Cost, how to be  
one thousand six hundred and seventy-five pounds, shall be defrayed defrayed.  
20 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.
- 5.** The said line of railway may be constructed on or along or Line may be  
by the side of any public road or highway. constructed on road.
- 6.** Notwithstanding the provisions of section eighty-four of Fencing not required  
25 the Public Works Act, 1900, the Constructing Authority shall not be along the line.  
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  
30 said authority may in his discretion make and maintain such fence in connection with the said line of railway as he may think fit.
- 7.** The Constructing Authority and any person authorised by Constructing  
him may use the said line, or any part thereof, before it is transferred Authority may use  
35 to the Chief Commissioner for Railways and Tramways, and for that line.  
purpose may run thereon any carriages or wagons propelled or drawn by any motive power.

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10 road, crosses it at about 227 miles, follows the north-western side of that road for about 1½ miles, crosses Corcoran's Creek, and descends its right bank for about a mile, crosses Burrowa River near its confluence with that creek, approximately 3½ miles beyond which it reaches the southern boundary of the town of Burrowa, curves nearly due north, and terminates in that township near Ryan's Creek at 233 miles 56 chains 83  
15 links from Sydney, being a total distance of 17 miles 64 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

The first year of the reign of King Charles the first was the year  
 of the rebellion of the Scots, who were led by James Hamilton  
 duke of Hamilton, and others, against the king, and were  
 defeated at the battle of Alton, in the month of June, 1639.  
 The king then sent the duke of Hamilton to the Tower of London,  
 and the duke of Hamilton was confined there until the year  
 1641, when he was released, and returned to Scotland.  
 In the year 1641, the king was obliged to grant the  
 Scots their demands, and to give them the same  
 liberties and franchises as the English had.  
 In the year 1642, the king was obliged to  
 grant the Scots the same liberties and franchises  
 as the English had, and to give them the same  
 liberties and franchises as the English had.  
 In the year 1643, the king was obliged to  
 grant the Scots the same liberties and franchises  
 as the English had, and to give them the same  
 liberties and franchises as the English had.  
 In the year 1644, the king was obliged to  
 grant the Scots the same liberties and franchises  
 as the English had, and to give them the same  
 liberties and franchises as the English had.  
 In the year 1645, the king was obliged to  
 grant the Scots the same liberties and franchises  
 as the English had, and to give them the same  
 liberties and franchises as the English had.  
 In the year 1646, the king was obliged to  
 grant the Scots the same liberties and franchises  
 as the English had, and to give them the same  
 liberties and franchises as the English had.  
 In the year 1647, the king was obliged to  
 grant the Scots the same liberties and franchises  
 as the English had, and to give them the same  
 liberties and franchises as the English had.  
 In the year 1648, the king was obliged to  
 grant the Scots the same liberties and franchises  
 as the English had, and to give them the same  
 liberties and franchises as the English had.  
 In the year 1649, the king was obliged to  
 grant the Scots the same liberties and franchises  
 as the English had, and to give them the same  
 liberties and franchises as the English had.

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