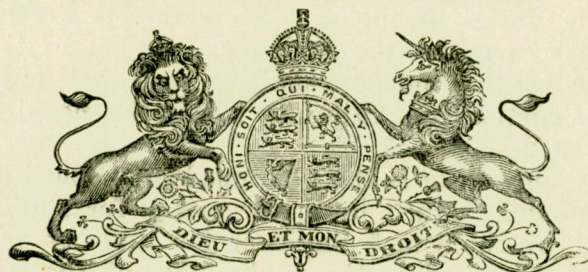


This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

*Legislative Assembly Chamber,
Sydney. 1 October, 1913. }*

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

New South Wales.



ANNO QUARTO
GEORGII V. REGIS.

Act No. , 1913.

An Act to sanction the construction of a line of railway from Henty to Billabong Creek ; to authorise the construction of the said line on public roads ; to amend the Public Works Act, 1912, 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.

WHEREAS in accordance with the provisions of the Public Preamble.
Works Act, 1912, 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 Henty to Billabong Creek :
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 Most
7 441 204— Excellent

Henty to Billabong Creek Railway.

Excellent Majesty, by and with the advice and consent of the 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 “Henty to Billabong Creek Short title. Railway Act, 1913.”
2. The carrying out the said work (more particularly described Work sanctioned. 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, 1912.
3. The plan of the said works is the plan marked “Schedule Plan of work. Plan—Henty towards Daysdale,” 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 defrayed. hundred and thirty-eight thousand one hundred and fifty pounds (exclusive of land resumptions), shall 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.
5. The said line of railway may be constructed on or along or Line may be constructed on road. by the side of any public road or highway.
6. Notwithstanding the provisions of section ninety-one of Fencing not required along the line. the Public Works Act, 1912, 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 fences in connection with the said line of railway as he may think fit.
7. The Constructing Authority and any persons authorised by Constructing Authority may use line. 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 waggons propelled or drawn by any motive power.

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SCHEDULE.

THIS railway commences from the Main Southern railway at Henty, 345 miles 38 chains from Sydney, and runs in a westerly direction for 16 miles to Pleasant Hill; thence the line bears in south-westerly direction to the Billabong Creek, and terminates on the eastern bank of that creek at 377 miles 10 chains,—being a total distance of 31 miles 45 52 chains, and subject to such deviations and modifications as may be considered advisable by the Constructing Authority.