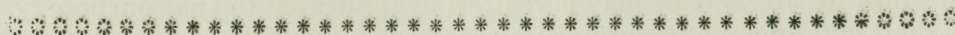


New South Wales.



ANNO SECUNDO

GEORGI V REGIS.



Act No. 13, 1911.

An Act to sanction the construction of a line of railway from Tullamore to Tottenham; 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, 10th November, 1911.]

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 line of railway from Tullamore to Tottenham: 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

Tullamore to Tottenham Railway.

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 "Tullamore to Tottenham Railway Act, 1911."
- 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 works, 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 "Tullamore to Tottenham 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 one hundred and twenty-four thousand three hundred and eighty-four pounds fifteen shillings and one penny, 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 any motive power.

Tullamore to Tottenham Railway.

SCHEDULE.

THIS railway commences at three hundred and thirty miles, five chains from Sydney, at the end of the branch line from Bogan Gate at Tullamore Station, and proceeds northerly across Bullock Creek, and onwards for about eleven miles to Middlefields, where it curves and follows a north-westerly direction for about seventeen miles, passes to the north-east of the Albert Waterholes group of mines, and approximately nine miles south-westerly from the township of Dandaloo on the Bogan River, for the remaining four miles an almost due west direction is taken, to the eastern boundary of the village of Tottenham, where the line ends at three hundred and sixty-three miles, five chains from Sydney; being a total distance of thirty-three miles; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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

[3d]

THE HISTORY OF THE

CHAPTER

The following is a list of the names of the persons who were members of the Society during the years 1881, 1882, and 1883. The names are arranged in alphabetical order, and the number of each name indicates the number of times that person was a member during the period mentioned.

THE HISTORY OF THE

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, } W. S. MOWLE,
Sydney, 1 November, 1911. } Acting Clerk of the Legislative Assembly.*

New South Wales.



ANNO SECUNDO

GEORGI V REGIS.

Act No. 13, 1911.

An Act to sanction the construction of a line of railway from Tullamore to Tottenham; 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, 10th 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 Tullamore to Tottenham: 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

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.

Tullamore to Tottenham Railway.

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 "Tullamore to Tottenham Railway Act, 1911."
- 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 works, 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 "Tullamore to Tottenham 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 one hundred and twenty-four thousand three hundred and eighty-four pounds fifteen shillings and one penny, 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 any motive power.

Tullamore to Tottenham Railway.

SCHEDULE.

THIS railway commences at three hundred and thirty miles, five chains from Sydney, at the end of the branch line from Bogan Gate at Tullamore Station, and proceeds northerly across Bullock Creek, and onwards for about eleven miles to Middlefields, where it curves and follows a north-westerly direction for about seventeen miles, passes to the north-east of the Albert Waterholes group of mines, and approximately nine miles south-westerly from the township of Dandaloo on the Bogan River, for the remaining four miles an almost due west direction is taken, to the eastern boundary of the village of Tottenham, where the line ends at three hundred and sixty-three miles, five chains from Sydney; being a total distance of thirty-three 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.

*State Government House,
Sydney, 10th November, 1911.*

W. P. CULLEN,
Lieutenant-Governor.

PHYSICS DEPARTMENT

REPORT OF THE PHYSICS DEPARTMENT
FOR THE YEAR 1911-12

CHICAGO, ILL., 1912

W. D. HARKER
CHAIRMAN

W. D. HARKER
SECRETARY

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, } W. S. MOWLE,
Sydney, 11 October, 1911. } Acting Clerk of the Legislative Assembly.*

New South Wales.



ANNO SECUNDO

GEORGII V REGIS.

Act No. , 1911.

An Act to sanction the construction of a line of railway from Tullamore to Tottenham; 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.

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 line of railway from Tullamore to Tottenham:
5 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

Tullamore to Tottenham Railway.

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:—

5 **1.** This Act may be cited as the "Tullamore to Tottenham Short title. Railway Act, 1911."

2. The carrying out of the said work (more particularly Work sanctioned. described in the Schedule to this Act) is, hereby sanctioned; and the
10 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 works, 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
15 meaning of the Public Works Act, 1900.

3. The plan of the said work is the plan marked "Tullamore Plan of work. to Tottenham 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 one Cost, how to be defrayed. hundred and twenty-four thousand three hundred and eighty-four pounds fifteen shillings and one penny, 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
25 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 eighty-four of Fencing not required along the line. the Public Works Act, 1900, the Constructing Authority shall not be
30 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.

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 wagons propelled or driven
35 by any motive power.

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10 being a total distance of thirty-three miles; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

