

## CANOWINDRA TO EUGOWRA RAILWAY ACT.

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Act No. 48, 1915.

**George V, An Act to sanction the construction of a line of rail-**  
**No. 48.** way from Canowindra to Eugowra ; to provide  
for the use of the line by the Constructing  
Authority, or by persons authorised by him ;  
to amend the Public Works Act, 1912 ; and  
for other purposes consequent thereon or  
incidental thereto. [Assented to, 21st Decem-  
ber, 1915.]

**Preamb.o.** **W**HEREAS in accordance with the provisions of  
the Public Works Act, 1912, the Legislative  
Assembly did, by resolution, declare that it was expedient  
to

to carry out a certain work, namely, the construction of **George V,**  
 a railway from Canowindra to Eugowra: And whereas, **No. 48.**  
 on the passing of the said resolution, a statutory duty  
 was by the said Act imposed upon the Secretary for Public  
 Works to introduce a Bill into the said Assembly to  
 sanction the carrying out of the said work: Be it there-  
 fore 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:—

**1.** This Act may be cited as the “Canowindra to <sup>short title.</sup> Eugowra Railway Act, 1915.”

**2.** The carrying out of the work (more particularly <sup>work</sup> described in the Schedule to this Act) is hereby <sup>sanctioned.</sup> 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 of a Constructing Authority within the meaning of the Public Works Act, 1912.

**3.** The plan of the said work is the plan marked <sup>Plan of work.</sup> “Canowindra to Eugowra,” signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway Construction, and deposited in the public office of the said Secretary.

**4.** The cost of carrying out the said work, estimated <sup>Cost, how to be defrayed.</sup> at ninety-nine thousand seven hundred and twenty pounds thirteen shillings and seven pence, may 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 <sup>Roads.</sup> along or by the side of any public road or highway.

**6.** Notwithstanding the provisions of section ninety- <sup>Fencing.</sup> one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence

**George V,** 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.

**Use of line  
during  
construction.**

**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 waggons propelled or drawn by any motive power.

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#### SCHEDULE.

THIS railway commences at the terminus of the existing line at Canowindra at 246 miles 44 chains 56 links from Sydney *via* Blayney, and proceeds westerly and crosses Nyrang Creek at 254½ miles ; at 256½ miles it bears southerly and descends that creek about a mile on its right or western side to 258 miles ; thence the westerly direction is again taken and Goolagong is passed about 4 miles on the north ; at 262½ miles on the eastern side of the Lachlan River the line curves, a north-easterly bearing takes it for 9 miles along that river and onward to Eugowra, where the railway ends, parallel to Loftus street on the eastern or left bank of Mandagery Creek, at 273 miles 20 chains 56 links from Sydney, being a total distance of 26 miles 56 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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ROSLYN