

Dunedoo to Coonabarabran Railway.

Act No. 12, 1911.

DUNEDOO TO
COONABARABRAN
RAILWAY.

An Act to sanction the construction of a line of railway from Dunedoo to Coonabarabran; 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.
[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 Dunedoo to Coonabarabran: 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 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 "Dunedoo to Coonabarabran 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 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 "Dunedoo to Coonabarabran 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.

Dunedoo to Coonabarabran Railway.

4. The cost of carrying out the said work, estimated at three hundred and four thousand two hundred and thirty-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.

Cost, how to be defrayed.

5. The said line of railway may be constructed on or along or by the side of any public road or highway.

Line may be constructed on road.

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.

Fencing not required along the 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.

Constructing Authority may use line.

SCHEDULE.

THIS extension northward of the Wallerawang to Dunedoo Branch Railway commences at the end of the station in the latter town, at two hundred and thirty-seven miles thirty and a half chains from Sydney, and in proceeding in a north-westerly direction for about twenty-three miles to the left bank of the Castlereagh River, passes about one mile east of Merrygoen, and six miles east of Mendooran; the left bank of that river is followed closely in a generally north-easterly direction for about forty-four miles; passes Binnaway immediately on the east, and crosses the Castlereagh River about half a mile west of Ulimambri; the right bank of that river is followed northerly and westerly for approximately ten miles to Coonabarabran, where the line ends in the eastern portion of that town, at three hundred and fourteen miles ten and a half chains from Sydney,—being a total distance of seventy-six and three-quarter miles; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.