

Act No. 39, 1910.

An Act to sanction the construction of a line of Railway from Glenreagh to Dorrigo; 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.  
[28th December, 1910.]

GLENREAGH TO  
DORRIGO RAILWAY.  
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**W**HEREAS 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 Glenreagh to Dorrigo: 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 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 "Glenreagh to Dorrigo Railway Act, 1910."  
**2.**

Short title.

*Glenreagh to Dorrigo Railway.*

Work sanctioned.

**2.** The carrying out the said work (more particularly described 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, 1900.

Plan of work.

**3.** The plan of the said work is the plan marked "Glenreagh to Dorrigo Railway," 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.

Cost, how to be defrayed.

**4.** The cost of carrying out the said work, estimated at three hundred and forty-three thousand one hundred and forty-six 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 fences 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 drawn by any motive power.

## SCHEDULE

THIS line commences at 303 miles 72 chains from Newcastle, on the authorised North Coast Railway, and about 27½ miles from South Grafton on that railway; it proceeds in a south-westerly direction across Orara River, 2 miles beyond which it reaches and ascends the right bank of Tallawudja Creek south-easterly for about 5 miles, and continuing ascends southerly and south-westerly along the right bank of Red White and Blue Creek, and reaches the head of Tallawudja Creek at Pushman's Range, in surmounting which the line in about 4 miles proceeds in the following directions, easterly, westerly, south-easterly, and south-westerly, the latter direction being followed in descending to the crossing of the Little Nymboida River, the left bank of which it closely follows

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*Coal Mines Regulation (Ventilation).*

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follows for about 3 miles, to a point a short distance beyond where it crosses Brimbia Creek; thence for about a mile the right bank of Ulong Creek is ascended north-easterly after crossing which the line bears again south-westerly and surmounts the watershed between that creek and Bobo Creek, ascends and crosses that creek near its confluence with Cooperbrook Creek, follows up the latter creek for about 3 miles, crossing it four times. The line then traverses the watershed between Cooperbrook and Wild Cattle Creeks, crosses the latter creek and proceeds south-westerly between that creek and a road of variable width to where it crosses Mathews Creek in reserve number 32,530, after which the line descends the left bank of that creek in a westerly direction for about 2 miles to near its confluence with Bielsdown Creek, curves to the south and crosses the latter creek, the left or western bank of which it follows for about 3 miles to the township of Dorrigo, where the line terminates on the north-eastern side of the road to Tyringham at 345 miles 69 chains from Newcastle; being a total length of about 41 miles 77 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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