

## Act No. 35, 1899.

DUBBO  
TO COONAMBLE  
RAILWAY.

An Act to sanction the construction of a line of railway from Dubbo to Coonamble, provided that before commencing the said work certain land required is contracted to be conveyed to the Crown, or an indemnity is given for the cost of resuming the same; to amend the provisions of the Public Works Act of 1888, so far as they relate to the duty of the Constructing Authority to make and maintain fences along the said line of railway; to authorise the construction of the said line on certain public roads; and for other purposes.

[22nd December, 1899.]

Preamble.

WHEREAS, in accordance with the provisions of the Public Works Act of 1888, 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 Dubbo to Coonamble: 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 Queen'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:—

Work sanctioned.

1. The carrying out of 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 of 1888: Provided that the said work shall not be commenced until the land (not being land within two miles of the boundaries of the Municipality of Dubbo or Coonamble or one half-mile of the surveyed boundaries of the townships of

Gilgandra

*Dubbo to Coonamble Railway.*

Gilgandra and Gulgambone) which in the opinion of the said Secretary or Member is required for the carrying out of the said work is contracted to be conveyed, free of cost, to the Crown by the owners thereof.

2. The plan of the said work is the plan marked "Dubbo to <sup>plan of work.</sup> Coonamble Railway," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railway Construction, and deposited in the public office of the said Secretary.

3. The cost of carrying out the said work, estimated at two <sup>Cost, how to be</sup> hundred and seven thousand two hundred and eighty-five pounds, may <sup>defrayed.</sup> 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.

4. Notwithstanding the provisions of section one hundred and six of the Public Works Act of 1888, the Constructing Authority shall <sup>Authority not required to fence</sup> not be required or compelled, nor shall it be the duty of the said <sup>the line.</sup> 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 its discretion, make and maintain such fences in connection with the said line of railway as it may think fit.

5. The said line of railway may be constructed on, or along, <sup>Line may be</sup> or by the side of any public road or highway. <sup>constructed along a road.</sup>

6. This Act may be cited as the "Dubbo to Coonamble Railway <sup>Short title.</sup> Act of 1899."

## SCHEDULE.

*Dubbo to Coonamble Railway.*

This line begins by a junction with the Great Western Railway at the east end of Dubbo Station at two hundred and seventy-seven miles forty-nine chains from Sydney. The general course of the line is nearly due north for thirty miles from which point it is nearly parallel to the Castlereagh River at from two to four miles on the west of it, the township of Gilgandra on the river being passed at about three hundred and seventeen and a half miles. At three hundred and fifty-five miles the river is more closely approached, and following more or less parallel to its course the line ends at Coonamble at three hundred and seventy-one miles fourteen chains from Sydney, being a total length of about ninety-three miles forty-five chains and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.