

Act No. 18, 1913.

DUBBO TO
WERRIS
CREEK
RAILWAY.
—

An Act to sanction the construction of a line of Railway from Dubbo to Werris Creek; to provide for the use of the said line by the Constructing Authority, or by persons authorised by him; to amend the Public Works Act, 1912; and for purposes consequent thereon and incidental thereto. [15th October, 1913.]

Preamble.

WHEREAS in accordance with the provisions of the Public Works Act, 1912, 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 Werris Creek: And
whereas,

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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 “Dubbo to Werris Creek Railway Act, 1913.” Short title.

2. 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 of a Constructing Authority within the meaning of the Public Works Act, 1912. Work sanctioned.

3. The plan of the said work is the plan marked “Schedule Plan, Dubbo to Werris Creek,” 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. The plan.

4. The cost of carrying out the said work, estimated at six hundred and thirty-nine thousand six hundred and thirty-six pounds (exclusive of land resumptions), may be defrayed from such loan votes as are now or may hereafter be applicable to the purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from such appropriations, and shall not, under any circumstances, exceed the estimated cost by more than ten per centum. Cost, and 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 ninety-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 along the said line of railway for the accommodation of any person or for any purpose whatsoever, but Fencing not required along the line.

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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 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.

SCHEDULE.

THIS railway, connecting the Great Western and North Western lines, commences at the junction of the Dubbo to Coonamble Railway at 277 miles 48 chains 26 links from Sydney, and proceeds northerly, parallel to, and on the eastern side of the existing line to Coonamble for about 2½ miles, on leaving which it branches off to the east, on the left or southern side of Talbragar River, and in the vicinity of the main road from Dubbo to Cobbora, to near Mitchell's Creek; thence a north-easterly direction is taken and the following watercourses are crossed:—Mitchell's Creek at about 294 miles, Spicer's Creek at 304 miles, and Talbragar River at 312 miles, the latter at about 25 chains east of its confluence with Bomely Creek; and after ascending that creek to its source, and passing about 7 miles west of Cobbora, the line surmounts the watershed at Mount Bangalore, and descends to and crosses Merrygoon Creek at about 5 miles east of Mendooran, and the eastern valley of the Castlereagh River is reached and followed up north-easterly along the authorised railway from Dunedoo to Coonabarabran for about 20 miles, to the crossing of Gambile Creek at about 358 miles; thence a more easterly direction is taken to the crossing of the Warrumbungle Range forming the boundary between the Counties of Napier and Pottinger, near 380 miles; the spurs of the Liverpool Range are then skirted and the general north-easterly direction is continued to the crossing of Quirindi Creek, and onward to the junction of the line with the North Western Railway at 435 miles 3 chains 43 links from Sydney *via* Dubbo, and 259 miles 43 chains 30 links from Sydney *via* Newcastle, and about 5 miles west of Werris Creek Junction, being a total distance of 157 miles 35 chains 17 links, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority,