

## MOLONG TO DUBBO RAILWAY ACT.

Act No. 59, 1916.

**An Act to sanction the construction of a line of railway from Molong to Dubbo; 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, 22nd November, 1916.]**

**George V.  
No. 59.**

**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 railway from Molong to Dubbo: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed upon 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:—

**Preamble.**

**1.** This Act may be cited as the "Molong to Dubbo Railway Act, 1916."

**Short title.**

**2.** The carrying out of the 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

**Work  
sanctioned.**

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**George V.** purpose shall be and have the powers of a  
**No. 59.** Constructing Authority within the meaning of the  
 Plan of work. Public Works Act, 1912.

**3.** The plan of the said work is the plan marked  
 "Molong to Dubbo," 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.

**Cost, how to** **4.** The cost of carrying out the said work, estimated  
**be defrayed.** at five hundred and forty-seven thousand eight hundred  
 and two pounds, exclusive of land resumptions, may be  
 defrayed from such Loan Votes as are now, or may here-  
 after 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.

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

**Fencing.** **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 accommo-  
 dation 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** **7.** The Constructing Authority, and any person  
**during** authorised by him, may use the said line, or any part  
**construction.** thereof, before it is transferred to the Chief Commis-  
 sioner 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 northern end of Molong station, at  
 219 miles 45 chains 58 links from Sydney, and proceeds in a northerly  
 direction for about 4 miles, crosses Molong Creek and follows the valley  
 down to Bridgewater; thence bearing in a north-westerly direction  
 it crosses Nora and Gap Creeks also the main road from Molong to  
 Cumnock. From Cumnock at about 238 miles the line curves more  
 to the north and follows the left bank of Doughboy Creek, and after  
 crossing

crossing Burgoon and Myrangle Creeks it follows the left bank of Buckingham Creek and crosses Darigal Creek at about 249½ miles, also Buckingham Creek at the town of Yeoval; thence the right bank of Buckingham Creek is followed north-easterly to about 260 miles and a northerly direction is taken into the valley of, and across Gundy Creek and past Arthurville on the east where the line bends north-westerly, and crosses Little River about 272 miles and Whylandra Creek at about 281 miles; it then takes a northerly course and crosses Hyandra and Bugle Guble Creeks; thence a north-easterly bearing takes it across the Macquarie River and the Wellington-Dubbo road, after which the line again takes a northerly direction and junctions with the Great Western Railway at 296 miles 32 chains from Sydney via Molong, and at 282 miles 10 chains from Sydney via the Great Western railway, and about 46 chains on the eastern or Sydney side of Dubbo station, being a total distance of 76 miles 67 chains, and subject to such deviations and modifications as may be considered desirable by the constructing authority.

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