

# CRABOON TO COOLAH RAILWAY ACT.

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Act No. 50, 1915.

An Act to sanction the construction of a line of Railway from Craboon to Coolah; 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. [Assented to, 21st December, 1915.]

**W**HEREAS, 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 Craboon to Coolah: 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

George V,  
No. 50.

Preamble.

**Craboon to Coolah Railway Act.**

**George V, No. 50.** 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 "Craboon to Coolah Railway Act, 1915."

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

**The plan.** **3.** The plan of the said work is the plan marked "Schedule Plan, Craboon to Coolah," 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, and how to be defrayed.** **4.** The cost of carrying out the said work, estimated at one hundred and ten thousand five hundred and eighty 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.

**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 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 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. **7.**

**7.** The Constructing Authority, and any person **George V,** authorised by him, may use the said line, or any part **No. 50.** thereof, before it is transferred to the Chief Commissioner for Railways and Tramways, and for that purpose Constructing Authority may use line. may run thereon any carriages or waggons propelled or drawn by any motive power.

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SCHEDULE.

THIS proposed railway commences by a junction with the Mudgee to Dunedoo railway at 234 miles 30 chains from Sydney, and a few chains north of Craboon platform, and proceeds in a generally north-easterly direction, crosses the Talbragar River and follows along the south eastern valley of Coolaburragundie Creek, and through the parishes of Wargundy, Talbragar, Terrabau, Collier, and Collielue: it crosses that creek at about 251 miles 66 chains, thence it ascends its right bank to the village of Coolah, where the line ends at 258 miles 26 chains from Sydney, being a total length of 23 miles 76 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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