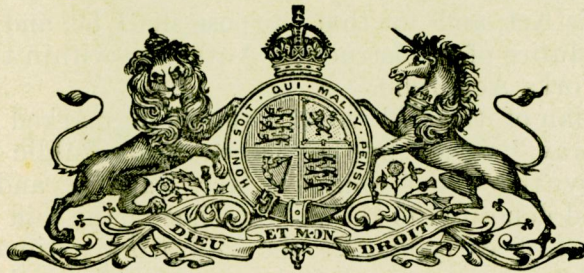


New South Wales.



ANNO NONO

EDWARDI VII REGIS.

Act No. 10, 1909.

An Act to sanction the construction of a line of railway from Moree to Mungindi ; 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. [Assented to, 7th December, 1909.]

WHEREAS in accordance with the provisions of the Public Preamble. 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 Moree to Mungindi : 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

Moree to Mungindi Railway.

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 "Moree to Mungindi Railway Act, 1909."

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, 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 "Moree to Mungindi 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 two hundred and eighty-nine thousand six hundred and forty-three 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 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 and 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 waggons propelled or drawn by any motive power.

Moree to Mungindi Railway.

SCHEDULE.

THE railway, 77 miles 12 chains 31 links in length, is an extension of the Narrabri to Moree Railway, and commences at the end of that railway in the latter township, at 314 miles 78 chains 69·4 links from Newcastle. Curving to the east from Moree it immediately crosses the Mehi River, and proceeds north-westerly for about 6 miles to the southern bank of the Gwydir River; thence a northerly course carries it across that river, $\frac{1}{2}$ mile beyond which it bears north-westerly and about 330 miles passes through the village of Bogree, or Ashley, and crosses Marshall's Ponds Creek, where the line deflects more to the north and, at about 340 miles, reaches Wallon Creek, the left bank of which, also the left bank of Gil Gil Creek, it closely follows to Garah; from there the line passes close to the southern boundary of that town, and proceeds south-westerly and north-westerly along travelling stock reserve No. 15,026 to, approximately, 1 mile beyond the crossing of Gil Gil Creek; and thence it bears westerly along the northern side of that creek, and traverses part of travelling stock reserve No. 26,225 to near the crossing of Whalan Creek, where it turns again north-westerly, crosses Whalan Creek, as also Boomi River and Goony Creek, and, about 2 miles beyond the latter, ends on the left bank of the Barwon River, at the north-eastern corner of the village of Mungindi, at 392 miles 11 chains from Newcastle; and subject to such modifications and deviations as may be considered desirable by the Constructing Authority.

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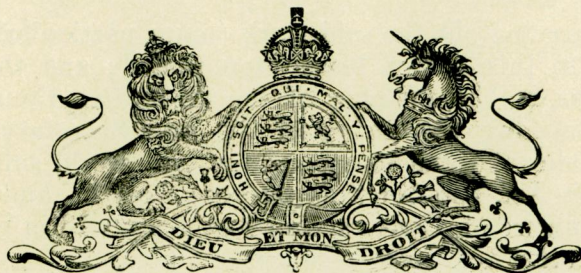
1879

I Certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.

*Legislative Assembly Chamber,
Sydney, 3 December, 1909.*

RICHD. A. ARNOLD,
Clerk of the Legislative Assembly.

New South Wales.



ANNO NONO

EDWARDI VII REGIS.

Act No. 10, 1909.

An Act to sanction the construction of a line of railway from Moree to Mungindi ; 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. [Assented to, 7th December, 1909.]

WHEREAS in accordance with the provisions of the Public Preamble.
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 Moree to Mungindi : 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

I have examined this Bill, and find it to correspond in all respects with the Bill as finally passed by both Houses.

JOHN J. COHEN,
Chairman of Committees of the Legislative Assembly.

Moree to Mungindi Railway.

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 "Moree to Mungindi Railway Act, 1909."

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, 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 "Moree to Mungindi 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 two hundred and eighty-nine thousand six hundred and forty-three 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 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 and 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 waggons propelled or drawn by any motive power.

Moree to Mungindi Railway.

SCHEDULE.

THE railway, 77 miles 12 chains 31 links in length, is an extension of the Narrabri to Moree Railway, and commences at the end of that railway in the latter township, at 314 miles 78 chains 69.4 links from Newcastle. Curving to the east from Moree it immediately crosses the Mehi River, and proceeds north-westerly for about 6 miles to the southern bank of the Gwydir River; thence a northerly course carries it across that river, $\frac{1}{2}$ mile beyond which it bears north-westerly and about 330 miles passes through the village of Bogree, or Ashley, and crosses Marshall's Ponds Creek, where the line deflects more to the north and, at about 340 miles, reaches Wallon Creek, the left bank of which, also the left bank of Gil Gil Creek, it closely follows to Garah; from there the line passes close to the southern boundary of that town, and proceeds south-westerly and north-westerly along travelling stock reserve No. 15,026 to, approximately, 1 mile beyond the crossing of Gil Gil Creek; and thence it bears westerly along the northern side of that creek, and traverses part of travelling stock reserve No. 26,225 to near the crossing of Whalan Creek, where it turns again north-westerly, crosses Whalan Creek, as also Boomi River and Goony Creek, and, about 2 miles beyond the latter, ends on the left bank of the Barwon River, at the north-eastern corner of the village of Mungindi, at 392 miles 11 chains from Newcastle; and subject to such modifications and deviations as may be considered desirable by the Constructing Authority.

In the name and on behalf of His Majesty I assent to this Act.

*State Government House,
Sydney, 7th December, 1909.*

CHELMSFORD,
Governor.

This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

*Legislative Assembly Chamber,
Sydney, 25 November, 1909, A.M. }*

*RICHD. A. ARNOLD,
Clerk of the Legislative Assembly.*

New South Wales.



ANNO NONO

EDWARDI VII REGIS.

Act No. , 1909.

An Act to sanction the construction of a line of railway from Moree to Mungindi ; 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.

WHEREAS in accordance with the provisions of the Public Preamble.
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 Moree to Mungindi : And
5 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,

Moree to Mungindi Railway.

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 “Moree to Mungindi Railway Short title.
5 Act, 1909.”
2. The carrying out the said work (more particularly described Work sanctioned.
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
10 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, Constructing Authority within the meaning
of the Public Works Act, 1900.
3. The plan of the said work is the plan marked “Moree to Plan of work.
15 Mungindi 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.
4. The cost of carrying out the said work, estimated at two Cost, how to be
defrayed.
20 hundred and eighty-nine thousand six hundred and forty-three 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.
5. The said line of railway may be constructed on any public Line may be
constructed on road.
road or highway.
- 25 6. Notwithstanding the provisions of section eighty-four of the Fencing not required
along the line.
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 and maintain any fence along the said line of railway for the
accommodation of any person, or for any purpose whatsoever; but
30 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. The Constructing Authority, and any persons authorised by Constructing
Authority may use
line.
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
35 purpose may run thereon any carriages or waggons propelled or drawn
by any motive power.

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