

New South Wales.



ANNO QUARTO

GEORGI V REGIS.

Act No. 12, 1913.

An Act to sanction the construction of a line of railway from Coonabarabran to Burren Junction; 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, 15th October, 1913.]

WHEREAS in accordance with the provisions of ^{Preamble.} 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 Coonabarabran to Burren

Coonabarabran to Burren Junction Railway.

Burren Junction: 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 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 "Coonabarabran to Burren Junction Railway Act, 1913."

Work sanctioned.

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.

The plan.

3. The plan of the said work is the plan marked "Schedule Plan, Coonabarabran to Burren Junction," 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, and how to be defrayed.

4. The cost of carrying out the said work, estimated at four hundred and three thousand two hundred and eighty-eight 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

Coonabarabran to Burren Junction Railway.

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. 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 wagons propelled or drawn by any motive power.

Constructing
Authority
may use line.

SCHEDULE.

THIS railway commences at the western end of the station site at Coonabarabran on the Castlereagh River, at 313 miles 59 chains from Sydney, and immediately crosses that river and follows its left bank north-westerly for about 2 miles; a more northerly direction is then taken, and the old Nandi Road is crossed several times in ascending to the Warrumbungle Range, which it crosses and descends to Bugaldie Creek, the right bank of which it follows to near the town of Baradine, where the creek is crossed at its confluence with Baradine Creek; the line then passes through that township and follows the left bank of the latter creek for twenty miles, crosses it, and proceeds in close proximity to, and on the eastern side of the Travelling Stock Reserves to the town of Pilliga, the eastern portion of which it passes through, thence it takes a generally northerly bearing and crosses Turragulla Creek, Namoi River, and Millie Creek; 10 miles beyond the latter it terminates by a junction with the existing railway from Narrabri to Walgett, about 30 chains west of Burren Junction Station, at 409 miles 8 chains from Sydney *via* Wallerawang, and approximately 403 miles 30 chains from Sydney, *via* Newcastle, being a total distance of 95 miles 29 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority :

WILLIAM APPEGATE GULLICK, Government Printer, Sydney, 1913.

[3d.]

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.

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

*Legislative Assembly Chamber,
Sydney, 10 October, 1913.*

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

R. D. MEAGHER,
Chairman of Committees of the Legislative Assembly.

Coonabarabran to Burren Junction Railway.

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4. The cost of carrying out the said work, estimated at four hundred and three thousand two hundred and eighty-eight 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.

Fencing not required along the line.

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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 wagons propelled or drawn by any motive power.

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

G. STRICKLAND,

State Government House,
Sydney, 15th October, 1913.

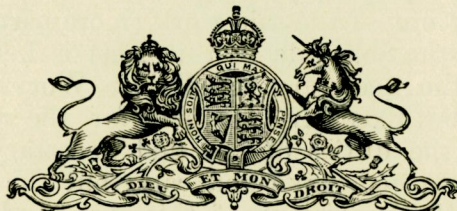
Governor.

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.

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

*Legislative Assembly Chamber,
Sydney, 1 October, 1913, A.M.*

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The Board of Directors of the Corporation
has the honor to acknowledge the receipt of
your letter of the 10th inst. and in reply to
advise you that the same has been forwarded
to the proper authorities for their consideration.

Very respectfully,
Your obedient servant,
J. H. [Name]

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