

*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.*

W. S. MOWLE,  
*Acting Clerk of the Legislative Assembly.*

*Legislative Assembly Chamber,  
Sydney, 7 April, 1916.*

## **New South Wales.**



ANNO SEXTO

GEORGII V REGIS.

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**Act No. , 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.

**W**HEREAS, in accordance with the provisions of Preamble.  
the Public Works Act, 1912, the Legislative  
Assembly did, by resolution, declare that it was expedient



*Molong to Dubbo Railway.*

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  
5 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  
10 New South Wales in Parliament assembled, and by the authority of the same, as follows :—

**1.** This Act may be cited as the “Molong to Dubbo Short title.  
Railway Act, 1916.”

**2.** The carrying out of the work (more particularly <sup>Work</sup> described in the Schedule to this Act) is hereby <sup>sanctioned.</sup> 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,  
20 subject to the provisions of this Act, and for that purpose shall be and have the powers of a Constructing Authority within the meaning of the Public Works Act, 1912.

**3.** The plan of the said work is the plan marked <sup>Plan of work.</sup> “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.

**4.** The cost of carrying out the said work, estimated <sup>Cost, how to</sup> at five hundred and forty-seven thousand eight hundred <sup>be defrayed.</sup> and two pounds, exclusive of land resumptions, may be defrayed from such Loan Votes as are now, or may hereafter be, applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes  
30 and partly from the said appropriations, 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 or <sup>Roads.</sup> along or by the side of any public road or highway.

**6.**



*Molong to Dubbo Railway.*

- 6.** Notwithstanding the provisions of section ninety- Fencing.  
 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  
 5 fence along the said line of railway for the accommoda-  
 tion 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.
- 10 **7.** The Constructing Authority, and any person Use of line  
 authorised by him, may use the said line, or any part during  
 thereof, before it is transferred to the Chief Commis- construction.  
 sioner for Railways and Tramways, and for that purpose  
 may run thereon any carriages or waggons propelled or  
 15 drawn by any motive power.

## 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  
 20 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 Burgoon and Myrangle Creeks it follows the left bank of  
 25 Buckingbah Creek and crosses Darigal Creek at about 249½ miles, also  
 Buckingbah Creek at the town of Yeoval; thence the right bank of  
 Buckingbah 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,  
 30 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  
 35 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  
 40 the constructing authority.



Melom to Dubbo Railway.

6. Notwithstanding the provisions of section ninety-five 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 fence 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 in New South Wales, and for that purpose may run thereon any carriage or waggon propelled or drawn by any motive power.

SCHEDULE.

This railway commences at the northern end of Melom station as 218 miles 15 chains 55 links from Sydney, and proceeds in a northerly direction for about 4 miles, crosses Melom Creek and follows the valley down to Bridgewater; thence bearing in a north-westerly direction it crosses Nore and Gap Creeks also the main road from Melom to Cumnock. From Cumnock at about 232 miles the line curves more to the north and follows the left bank of Doughboy Creek, and after crossing Barton and Myranda Creeks it follows the left bank of Backingham Creek and crosses Backingham Creek at about 241 miles also Backingham Creek at the town of Yeral; thence the right bank of Backingham Creek is followed north-easterly to about 250 miles and a northerly direction is taken into the valley of, and across Gandy Creek, and past Arrisville on the east where the line bends north-westerly, and crosses Little River about 272 miles and Whybald Creek at about 281 miles; it then takes a northerly course and crosses Hyndes and Backingham 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 308 miles 32 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.