

## Act No. 18, 1906.

NORTH COAST  
RAILWAY.  
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An Act to sanction the construction of a line of Railway from Maitland to South Grafton; 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. [17th November, 1906.]

Preamble.

**W**HEREAS, in accordance with the provisions of the Public 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 Maitland to South Grafton: 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 "North Coast Railway Act, 1906."

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, a 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 "Maitland to South Grafton Railway," signed by the Secretary for Public Works, and countersigned by the Under Secretary of the Department of Public Works, and deposited in the public office of the said Secretary.

4.

*North Coast Railway.*

4. The cost of carrying out the said work, estimated at two millions six hundred and fifty thousand eight hundred and twenty pounds shall be defrayed from such moneys as may be appropriated by Parliament for that purpose 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.

Cost, how to be defrayed.

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

Line may be constructed on road.

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 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.

Fencing not required along the 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 Railway Commissioners, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

Constructing Authority may use line.

## SCHEDULE.

THIS line commences by a junction with the Great Northern Railway, about half a mile north of West Maitland station, and proceeds northerly across the Hunter River, and ascends the Paterson River Valley to the parish of Fingal, county of Gloucester, where its direction becomes generally north-easterly through Dungog to the Karuah River; there the line bends almost due north, and passes through Avon Station and township of Gloucester, descends the Gloucester River to near its confluence with the Manning River, and after crossing the latter follows its northern side through Wingham and Taree; thence a north-easterly course takes it across Dawson and Lansdowne Rivers, down the valley of the latter easterly past Coopernook, and bending north-easterly crosses Stewart's River, skirts the western shore of Watson Taylor Lake, and turning to the left follows the southern bank of Camden Haven River, and crosses it, also Heron's Creek, Narran, Hastings (at Wauchope), and Wilson Rivers. Kempsey is then reached, and the Macleay and Nambucca Rivers crossed, the latter at its confluence with Bowra River and Taylor's Arm at Wilson; thence a generally northerly route carries the line to the west of Nambucca, and in close proximity to the coast, also across both arms of the Bellingen River, and through the towns of Raleigh and Repton, and onwards to Coff's Harbour, where a short branch goes eastward to the jetty; a westerly and north-westerly bearing takes the line to Corumba and down the valley of the Orara River and across Dundoo Creek to the southern bank of the Clarence River, at South Grafton, where it ends at three hundred and thirty-one miles twenty-five chains twenty-four links from Newcastle,—being a distance of three hundred and ten miles fifty-eight chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.