

No. , 1917.

A BILL

To sanction the carrying out of a deviation of the Main Northern Railway between Singleton and Nundah ; to authorise the construction of the said line on public roads ; and for other purposes consequent thereon or incidental thereto.

[MR. BALL;— , 1917.]

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 deviation of the Main Northern Line between

between Singleton and Nundah: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on some member of the Executive Council having a seat in the said Assembly 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 "Main Northern Line Deviation (Singleton to Nundah) Act, 1917."

Work sanctioned.

2. The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned.

Plan of work.

3. The plan of the said work is the plan marked "N.S.W.R. Proposed Deviation between Singleton and Nundah," signed by the Chief Railway Commissioner for New South Wales, and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the Railway Commissioners for New South Wales.

Cost, and how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and forty-three thousand two hundred and ten pounds (exclusive of land resumptions), shall 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 and partly from the said 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.

SCHEDULE.

THE deviation commences at 49 miles 30 chains 55·4 links (on the Main Northern Railway), 29 $\frac{3}{4}$ chains from Singleton Station, and crosses over the Hunter River parallel to the existing railway; then
5 curving in a northerly direction crosses the existing line at 49 miles 71 $\frac{1}{4}$ chains, and continues on the eastern side of the existing line approximately parallel to it until 52 miles 67 $\frac{1}{2}$ chains, when it crosses on to the western side of the existing line, continues in a north-westerly direction, then curves in a northerly direction to 53 $\frac{1}{2}$ miles,
10 then parallel to the existing line to 54 $\frac{1}{2}$ miles, then curving in a north-westerly direction crosses the Rosedale Colliery Siding; then crosses the existing line at 55 miles 27 chains, and then curving in a north-westerly direction joins the existing line at 56 miles 35 chains by deviation, or 56 miles 18 chains 91 links on the existing line. Total
15 length of deviation is 7 miles 4 chains 44·6 links, being an increase of 16 chains 9 links.
