

*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.*

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

*Legislative Assembly Chamber,  
Sydney, 11 November, 1919.*

**New South Wales.**



ANNO DECIMO

GEORGII V REGIS.

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Act No. 8, 1919.

An Act to sanction the construction of a line of railway from Tarana to Oberon; to provide for the use of the said line during construction by the Railway Commissioners for New South Wales, or by persons authorised by them; to amend the Public Works Act, 1912; and for purposes consequent thereon or incidental thereto. [Assented to, 20th November, 1919.]

**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 to carry out a certain work, namely, the construction of a line of railway from Tarana to Oberon: And  
whereas,

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

P. B. COLQUHOUN,  
*Chairman of Committees of the Legislative Assembly.*

*Tarana to Oberon Railway.*

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 "Tarana to Oberon Railway Act, 1919."

Work sanctioned.

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

The plan.

**3.** The plan of the said work is the plan marked "Tarana to Oberon," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Commissioners.

Cost, and how to be defrayed.

**4.** The cost of carrying out the said work, estimated at one hundred and ninety-one thousand one hundred and seven 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 road or highway.

Fencing.

**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 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 its discretion make and maintain such fences in connection with the said line of railway as it may think fit.

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*Tarana to Oberon Railway.*

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**7.** The Railway Commissioners for New South Wales, and any persons authorised by them, may during construction use the said line, or any part thereof, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power. Use of line during construction.

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SCHEDULE.

THIS railway commences at a point on the Great Western Railway at 119 miles 42 chains 88 links from Sydney, being a short distance west of Tarana railway station, and proceeds south-westerly on the southern side of Solitary Creek for about a mile, crosses the main road to Bowenfels, and continues south-westerly on the right or northern bank of Fish River, crosses that river at about 122 miles approximately a  $\frac{1}{4}$  of a mile east of its confluence with Snakes Valley Creek. It ascends the eastern side of that creek for about a mile, and at about 123 miles crosses it; thence the line ascends the western side of Deadman's Arm, and crosses its head at 128 miles. Lowes Mountain is passed, and Snakes Valley Mountains are skirted on the east; thence the general direction of the road from Tarana to Oberon is followed south-easterly and southerly to Oberon, where the line ends at the north-western corner of that township at 135 miles 40 chains from Sydney, being a total distance of 15 miles 77 chains 12 links, and subject to such deviations as the Constructing Authority may consider desirable.

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

Government House,  
Sydney, 20th November, 1919.

W. E. DAVIDSON,  
Governor.

1870

Received of the Treasurer of the  
Board of Directors of the  
City of New York  
the sum of \$1000.00  
for the year 1870

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*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,  
*Clerk of the Legislative Assembly.*

*Legislative Assembly Chamber,  
Sydney, 23 October, 1919.*

## New South Wales.



ANNO DECIMO

# GEORGIUS V REGIS.

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Act No. , 1919.

An Act to sanction the construction of a line of railway from Tarana to Oberon; to provide for the use of the said line during construction by the Railway Commissioners for New South Wales, or by persons authorised by them; to amend the Public Works Act, 1912; and for purposes consequent thereon or incidental thereto.

WHEREAS in accordance with the provisions of <sup>Preamble.</sup> 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 Tarana to Oberon: And  
whereas

*Tarana to Oberon Railway.*

- 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
- 5 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:—
- 10 **1.** This Act may be cited as the “Tarana to Oberon Railway Act, 1919.” Short title.
- 2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned. Work sanctioned.
- 15 **3.** The plan of the said work is the plan marked “Tarana to Oberon,” signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said
- 20 Commissioners. The plan.
- 4.** The cost of carrying out the said work, estimated at one hundred and ninety-one thousand one hundred and seven pounds (exclusive of land resumptions), may be defrayed from such Loan Votes as are now or
- 25 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. Cost, and how to be defrayed.
- 30 **5.** The said line of railway may be constructed on or along or by the side of any road or highway. Line may be constructed on road.
- 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
- 35 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 its discretion make and maintain such fences in connection with the said line of
- 40 railway as it may think fit. Fencing.

*Tarana to Oberon Railway.*

**7.** The Railway Commissioners for New South Wales, and any persons authorised by them, may during construction use the said line, or any part thereof, and for that purpose may run thereon any carriages or waggons **5** propelled or drawn by any motive power.

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