

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,
Acting Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 15 December, 1915, A.M.*

New South Wales.



ANNO SEXTO

GEORGI V REGIS.

Act No. 49, 1915.

An Act to sanction the construction of a line of railway from Roslyn to Taralga; 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. [Assented to, 21st December, 1915.]

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 railway from Roslyn to Taralga: And whereas, on the

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

THOS. H. THROWER,
Chairman of Committees of the Legislative Assembly.

Roslyn to Taralga Railway.

the passing of the said resolution, a statutory duty was by the said Act imposed upon the Minister 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 "Roslyn to Taralga Railway Act, 1915."

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

Plan of work. **3.** The plan of the said work is the plan marked "Roslyn to Taralga," signed by the Minister for Public Works, and countersigned by the Chief Engineer for Railway Construction, and deposited in the public office of the said Minister.

Cost, how to be defrayed. **4.** The cost of carrying out the said work, estimated at eighty-seven thousand three hundred and fifty-three pounds, 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 and partly from the said appropriations, and shall not, under any circumstances, exceed the estimated cost by more than ten per centum.

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

Roslyn to Taralga Railway.

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 waggons propelled or drawn by any motive power.

Use of line
during
construction.

SCHEDULE.

THIS railway leaves the branch line from Goulburn to Crookwell at 161 miles 41 chains 47 links from Sydney, and a short distance north from Roslyn Station; it proceeds north-easterly for $10\frac{1}{2}$ miles along the Main Dividing Range and in close proximity to the boundary between the counties of Argyle and Georgiana, skirts the heads of Middle Arm and Back Arm of Tarlo Creek on the south, and Commissioners and Charters Creeks on the north; from the county boundary it continues in a north-easterly direction for $5\frac{1}{4}$ miles to the township of Taralga, where the line ends near the southern boundary of that township at 177 miles 27 chains 47 links from Sydney, being a total distance of 15 miles 66 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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

G. STRICKLAND,
Governor.

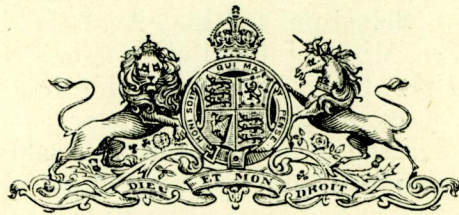
Government House,
Sydney, 21st December, 1915.

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, 10 December, 1915.*

New South Wales.



ANNO SEXTO

GEORGIUS V REGIS.

Act No. , 1915.

An Act to sanction the construction of a line of railway from Roslyn to Taralga; 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.

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 railway from Roslyn to Taralga: And whereas, on
5 of a railway from Roslyn to Taralga: And whereas, on
the

Roslyn to Taralga Railway.

the passing of the said resolution, a statutory duty was by the said Act imposed upon the Minister 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:—

- 10 **1.** This Act may be cited as the "Roslyn to Taralga Short title.
Railway Act, 1915."
- 2.** The carrying out of the work (more particularly Work
described in the Schedule to this Act) is hereby sanctioned.
sanctioned, and the Minister for Public Works, or the
15 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,
subject to the provisions of this Act, and for that
purpose shall be and have the powers of a
20 Constructing Authority within the meaning of the
Public Works Act, 1912.
- 3.** The plan of the said work is the plan marked Plan of work.
"Roslyn to Taralga," signed by the Minister for
Public Works, and countersigned by the Chief Engineer
25 for Railway Construction, and deposited in the public
office of the said Minister.
- 4.** The cost of carrying out the said work, estimated Cost, how to
be defrayed.
at eighty-seven thousand three hundred and fifty-
three pounds, may be defrayed from such Loan Votes
30 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 cirum-
stances, exceed the estimated cost by more than ten
35 per centum.
- 5.** The said line of railway may be constructed on or Roads.
along or by the side of any public road or highway.
- 6.** Notwithstanding the provisions of section ninety- Fencing.
one of the Public Works Act, 1912, the Constructing
40 Authority shall not be compelled, nor shall it be the
duty of the said Authority to make or maintain any
fence

Roslyn to Taralga Railway.

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
5 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
10 may run thereon any carriages or waggons propelled or drawn by any motive power.

Use of line
during
construction.

SCHEDULE.

THIS railway leaves the branch line from Goulburn to Crookwell at 161 miles 41 chains 47 links from Sydney, and a short distance north from
15 Roslyn Station; it proceeds north-easterly for $10\frac{1}{2}$ miles along the Main Dividing Range and in close proximity to the boundary between the counties of Argyle and Georgiana, skirts the heads of Middle Arm and Back Arm of Tarlo Creek on the south, and Commissioners and Charters Creeks on the north; from the county boundary it
20 continues in a north easterly direction for $5\frac{1}{4}$ miles to the township of Taralga, where the line ends near the southern boundary of that township at 177 miles 27 chains 47 links from Sydney, being a total distance of 15 miles 66 chains, and subject to such deviations and
25 modifications as may be considered desirable by the Constructing Authority.

