

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, A.M.

New South Wales.



ANNO SEXTO

GEORGII V REGIS.

Act No. , 1916.

An Act to sanction the construction of a line of railway from Tarana to Oberon; to provide for the use of the said line by the Constructing Authority, or by persons authorised by him; to amend the Public Works Act, 1912; and for purposes consequent thereon and 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 line of railway from Tarana to Oberon: And

Tarana to Oberon Railway.

whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister to introduce a Bill into the said Assembly to sanction the carrying out of the said work: Be it therefore enacted
5 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:—

1. This Act may be cited as the "Tarana to Oberon Short title.
10 Railway Act, 1916."

2. The carrying out of the said work (more particu- Work
larly described in the Schedule to this Act) is hereby sanctioned.
sanctioned.
15 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 shall have the powers of a Constructing Authority within the meaning of the Public
20 Works Act, 1912.

3. The plan of the said work is the plan marked The plan.
"Tarana to Oberon," signed by the Minister for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in
25 the public office of the said Minister.

4. The cost of carrying out the said work, estimated Cost, and
at one hundred and forty-one thousand seven hundred how to be
and two pounds (exclusive of land resumptions), may defrayed.
be defrayed from such Loan Votes as are now or
30 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.

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

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
40 duty of the said Authority to make or maintain any
fence

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

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
15 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
20 $\frac{1}{4}$ 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
25 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.

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