

TARANA TO OBERON RAILWAY ACT.

Act No. 8, 1919.

George V. An Act to sanction the construction of a line of
No. 8. 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.]

Preamble.

WHEREAS in accordance with the provisions of 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, 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.

4.

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.

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No. 8.

Cost, and
how to be
defrayed.

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 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.

Fencing.

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.

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.