

Private Acts of Parliament relating to railways in New South Wales

Compiled and Annotated by John Shoebridge (May 2006)

The following list of Private Acts of the NSW Parliament which have reference to railways and the companies which constructed them, has been compiled from a number of sources, principally from WW Tarleton's volume entitled:

A Collection of The Private Acts of Practical Utility in force in New South Wales

Published by the NSW Government Printer in 1886, it carries the subtitle:

Embracing the local private legislation from the year 1832 to the year 1885

The list is made available to assist serious railway historians. It does not claim to be complete.

The comments in italics have been provided by the compiler and are as accurate as memory permits. It is hoped that they will be updated following further research and to that end, serious input from interested persons is sought and welcome.

Thanks are due to Messrs Brian Andrews, John Browning, Jim Longworth, Bruce Macdonald and Ed Tonks for their comments, corrections and assistance.

Private Acts of Parliament relating to railways in New South Wales

Aberdare Collieries Railway Act 1901

An Act to allow the Aberdare Collieries of NSW to build a railway from Aberdare Junction (on the East Greta Coal Mining Coy's railway) to serve a number of collieries between Weston and Cessnock. It was later incorporated into South Maitland Railways Limited. (see also Silkstone Coal Mine Railway Acts and Great Northern Coal Coy's Railway Act)

Anvil Creek Coal-mining Company's Incorporation Act of 1874 (37 Vic)

The Anvil Creek company established a coal mine near Greta, connected to the Great Northern Railway by a short branch.

Ashtonfields Coalmine Railway Act 1921

Ashtonfields Colliery is now known as Bloomfield. The railway still operates between Thornton and the colliery although on a different alignment. The line was in place for some years prior to 1921 so it appears that this Act applied to an extension.

Australian Agricultural Company's Act of 1866 (29 Vic)

This well know Company operated coal mines in and around Newcastle and Weston, in connection with which they constructed a considerable mileage of railways.

Australasian Coal-mining Company's Act of 1853 (17Vic)

Although this Company was set up and empowered to open and work coal mines in both Australia and New Zealand. It does not appear that any of its powers were actually exercised. It is not clear what the connection was with the Australasia Coal Company (see below).

Australasia Coal Company's Act of 1875 (39 Vic)

This Act permitted the above Company to build a standard-gauge railway from their proposed mines at Winding Creek (Cardiff) to the Government Great Northern Railway at Hamilton. Only part of the line was completed before the Company failed. Confusingly it also traded as the Australasian Coal Company.

Australasian Mineral Oil Company's Act of 1866 (29 Vic)

This appears to be the Company, (later renamed the Australian Kerosene Oil and Mineral Company) associated with oil shale mines at Joadja, Katoomba and Genowlan, all of which had railways.

Balaclava Tramway of 1886 (50 Vic)

It is my understanding that this narrow-gauge line was proposed to run to a mining field, south of Broken Hill, but was never actually constructed.

Berrima Coal-mine Railway Act of 1881 (44Vic)

A standard-gauge line was built under the authority of this Act to connect the mine to the Main Southern Railway near Moss Vale.

Botany Railway Company (1862) (26 Vic)

This Act incorporated the Botany Railway Company and authorised the construction of a private railway (authorised to convey passengers mail and goods) Botany Bay and the Great Southern Railway at Newtown. It was never constructed. .

Bowenfels Coal-mining and Copper Smelting Company's Railway Act of 1873 (36 Vic)

Bowenfels Coal-mining and Copper Smelting Company's Railway (Sale and Vesting) Act of 1886 (50 Vic)

The first Act authorised a Mr Brown to build a standard gauge line from the Great Western Railway to his Hermitage Colliery near Lithgow. The subsequent legislation relates to its sale to the Lithgow Valley Coal Company

Bulli Coal-mining Company's Act of 1862 (25 Vic)

Bulli Coal-mining Company's Railway Act of 1862 (26 Vic)

The first Act incorporated the (former) Bellambi and Bulli Coal Mining Company as the Bulli Coal Mining Company. The second authorised the new Company to construct a standard-gauge railway from their mine to a jetty at Bulli Point. Later a connection as made to the Illawarra Railway.

Burwood and Newcastle Tramroad Act of 1850 (14 Vic)

Burwood and Newcastle Tramroad Act of 1853 (17 Vic)

Dr James Mitchell obtained the initial Act to allow him to construct a light railway across land owned by the Australian Agricultural Company. The second Act was necessary to secure an extension of time to complete the line. Initially laid down as a narrow gauge line with timber rails, it was later rebuilt to standard gauge to accept locomotives and remained in use until 1954.

Cardiff Coal Company's Incorporation Act of 1863 (27 Vic)

The Cardiff Coal Copy opened a coalmine on the shore of Lake Macquarie at Cardiff Point (now Green Point). There was no railway at this location but there may have been some connection with a similarly named firm that was involved in the construction of a branch railway from Winding Creek (Cardiff) to Lymington Colliery, with a proposed extension to Warners Bay.

Capertee Tramway Act of 1896 (50 Vic)

Capertee Tramway Act of 1899

These Acts appear to have been were associated with oil-shale mines near Torbane on the NSWGR Mudgee Line.

Cataract Coal Mine Railway Act of 1867 (31Vic)

This proposed line was to connect a coalmine near Berrima with the Great Southern Railway. As far as I know it was never built.

Cobar (Great) Copper Mining Company Tramway Act of 1884 (47 Vic)

The Act permitted the Company to extend their narrow gauge, locomotive-operated tramways across Crown lands and proclaimed roads near Cobar in order to collect firewood for smelting purposes.

Cookbundoon Slate Quarry Tramway Act of 1881 (45 Vic)

Cookbundoon is near Goulburn, and authorised line was to run to the meet the Great Southern Railway at Mannafield. As far as I am aware it was never constructed.

Co Operative Colliery Tramway Act of 1897

The Co-operative Colliery was located at Plattsburg (nr Wallsend) and this Act enabled the executors of William Laidley to acquire land to divert an existing narrow-gauge rope-worked skipway, which ran between the screening plant and the mine tunnels.

Deepwater and Mount Galena Tramway Act of 1892 (55 Vic)

Deepwater is near Tenterfield and there are records of a number of mining tramways and inclines in this area, most constructed on Mining Purposes Leases. I have no knowledge of this specific enterprise.

Deniliquin and Moama Railway Act of 1874 (37Vic)

This Legislation permitted a private railway to be built to connect these towns to the Victorian river port of Echuca. Constructed to the broad (5ft 3in) gauge, it was eventually taken over by the Victoria Railways and still operates.

Fitzroy Iron and Coal-mining Company's Act of 1854 (18 Vic)

Fitzroy Iron Works Company's Act of 1865 (29 Vic)

The Fitzroy Iron Company operated narrow-gauge horse and rope-worked tramroads to bring coal to their works at Mittagong.

Great Cobar Copper Mine Railway Act 1899

This Act allowed the construction of a standard gauge branch from the Nyngan to Cobar Railway to the Great Cobar mine. It was operated by NSW Government locomotives

Great Northern Coal Company's Railway Act of 1904

This railway was planned to develop large coal holdings beyond Cessnock. It was not constructed by the original proponents but formed the basis for a line serving mines at Kalingo and Paxton.

Greta Coal and Shale Mining Company's Act of 1874 (37 Vic)

This firm took over the operations of Greta Colliery. Their short siding off the Government line was shunted by their own locomotive and for a time they had a locomotive-worked narrow-gauge line from Greta to Leconfield Colliery (see Leconfield Railway Act below).

Hartley Kerosene Oil and Paraffine Company's Incorporation Act, 1866 (30 Vic)

Initially floated as "The Kerosene Oil and Paraffine Company", this firm had shale mines and an oil works near Harley. They amalgamated with the "Western Kerosene Oil Company" to form the New South Wales Shale and Oil Company Limited (see below)

Hartley Vale Colliery Railway Act of 1867 (31Vic)

Applied for by James Brown, Alexander Brown and Stephen Foyle, this Act permitted a standard-gauge railway to be constructed across Crown and private land from mines near Broadmeadow to the Great Northern Railway at Scholey Street. The line was worked by Government locomotives. A short section remains in use, serving United rail Goninan's Georgetown works.

Hunter River Railway Company Act of 1853 (17 Vic)

This Company commenced to construct a railway between Honeysuckle Point (Newcastle) and Victoria Street (East Maitland). It failed and the assets were taken over by the NSW Government who completed the work.

Jeanneret's Tramway Act of 1881 (

Mr Jeannerett constructed a standard-gauge steam-tramway from the head of steam navigation on Parramatta River to the centre of Parramatta Township.

Joadja Creek Railway Act of 1880 (43 Vic)

Joadja Creek Railway Transfer Act 1890 (54 Vic)

This Act permitted the Australian Kerosene Oil and Mineral Company to build a narrow-gauge line from their mines and works in the Joadja Valley to the Great Southern Railway near Mittagong. The Transfer Act was required when the original Company was liquidated and reorganised.

Kiama Tramway Act of 1883 (46 Vic)

Kiama Tramway Act Amendment 1888 (52Vic)

The Borough Council of Kiama sought these Acts to permit them to construct a line from the basalt quarries to the Illawarra Railway.

Leconfield Coal Mine Railway Act of 1889 (54 Vic)

Leconfield Colliery near the Hunter River was connected to the Greta Colliery by a narrow gauge steam tramway constructed under the authority of this Act (see also Greta Coal and Shale Mining Coy above).

Lithgow Valley Colliery Railway Act of 1873 (37 Vic)

The Lithgow Valley Coal Company used this Act to build a short standard-gauge branch from the Great Western Railway to Lithgow Valley Colliery.

Maryville Colliery Railway Act of 1886 (50 Vic)

Described as: " An Act to enable the Maryville Colliery Company (Limited) to construct a Railway or Tramway from land at Wickham near Newcastle to and connect the same with the Government Railway to Bullock Island Newcastle. This Act was necessary to permit the short colliery branch to cross several public roads. The line was built and worked as a siding by the NSW Railway Department.

Minmi and Hexham Railway Act of 1854 (18 Vic)

Minmi and Hexham Railway Amendment Act of 1861 (24 Vic)

The first of these Acts permitted John Eales and John Christian to continue the construction of a standard-gauge railway over certain disputed private lands between Minmi and the Hunter River at Hexham, near Newcastle. The second Act related to the construction of coal loading staithes at Hexham.

Mittagong Coal-mining Company's Railway Act of 1884 (48 Vic)

Mittagong Coal-mining Company's Railway Amendment Act 1887 (51Vic)

The standard-gauge railway constructed under the powers of this Act connected the Box Vale mine with the Government Railway near Mittagong.

Moorebank Estate Sale Act of 1886 (50 Vic)

This Act permitted the Bishop of Sydney to lease or sell certain Church lands in the Moorebank Estate to the Commissioner for Railways and for other purposes.

Morehead and Young's Railway Act of 1862 (26 Vic)

Although the powers were granted to Messrs Morehead and Young, a standard gauge line, near Newcastle was eventually constructed by the Scottish Australian Mining Company to connect their Lambton Colliery with the Government Railway.

Mount Keira Tramroad Act of 1860 (23 Vic)

This standard-gauge line ran from Mount Kiera Colliery to Carrington Basin (Wollongong Harbour). The Coal Coy's locomotives worked the line. See also Osbourne Wallsend Colliery Act.

Mount Kembla Coal and Oil Company's Railway Act of 1881 (44 Vic)

This Company built a standard-gauge line to bring coal from Mt Kembla mine for shipment at Port Kembla. The company's locomotives always operated the line.

Mount Pleasant Tramroad Act 1862

This narrow gauge line ran from Mount Pleasant Colliery to Wollongong Harbour. Part was worked as a self-acting incline and part by locomotives.

New Redhead Estate and Coal Company Limited Transfer Act 1905.

See New Redhead Estate Act (below)

New South Wales Coal and Inter-Colonial Steam Navigation Company of 1862 (26 Vic)

This was an Act of Incorporation.

New South Wales Co-operative Coal-mining Company's Act of 1862 (26 Vic)

This body was incorporated to operate a mine near Wallsend. The Act also permitted the construction of a standard gauge branch off the private Wallsend Railway despite the strenuous objections of the Newcastle Wallsend Coal Company. (See also the Co-operative Colliery Tramroad Act above).

New South Wales Shale and Oil Company's Act of 1873 (36 Vic)

This Company came into being following a merger between the "Western Kerosene Oil Company" and the "Hartley Oil and Paraffine Company", (see above and below). They continued shale mining and refining in the Hartley Valley and extended the railway system.

Newcastle Coal and Copper Company's Incorporation Act of 1853 (17 Vic)

The Newcastle Coal and Copper Company owned a number of mines and associated tramroads on Dr Mitchell's Burwood Estate, south of Newcastle. Initially built to 3ft gauge, these lines were re-laid to standard gauge with the introduction of locomotives.

Newcastle Glebe Leasing Act of 1878 (41Vic)

By this Act the Trustees of the Newcastle Glebe were permitted to lease certain coal rights to the Australian Agricultural Company. The area was worked by the Hamilton Pit requiring construction of standard gauge branch railway.

Newcastle-Wallsend Coal Company's Incorporation Act of 1860 (23 Vic)

Newcastle-Wallsend Coal Company's Railway Act of 1860 (23 Vic)

The Company owned a standard-gauge railway from Hanbury Junction (near Waratah) to their coalmines near Wallsend. Built to accommodate Government locomotives, for all of its long life it was worked by the NSW Railways.

North Shore, Manly and Pittwater Railway and Tramway Act of 1888 (59 Vic)

Little is known of this venture, but it appears that, despite the all-encompassing name nothing eventuated. .

North Sydney Brick and Tile Company's Tramway Act 1902

The Act was necessary to permit the Company's horse-worked siding to cross a public road to connect with the North Shore Railway near St Leonards station.

Osborne Wallsend Coal Company's Act of 1863 (25 Vic)

This Company was associated with Mt Kiera Colliery near Wollongong. See Mount Kiera Tramroad Act.

Pennant Hills Tramroad Act of 1854 (18 Vic)

Described as: " An act to permit the Commissioners for the City of Sydney to Construct a Tramroad from Quarry at Pennant Hills to the Parramatta River."

Pine Ridge Tramway Act of 1892 (55Vic)

Redhead Estate Trust Act of 1847 (11 Vic)

Redhead Coal-mine Railway Act of 1883 (46 Vic)

Redhead Coal-mine Railway Extension Act 1888 (51 Vic)

Redhead Coal-mine Railway Amending Act of 1889 (53 Vic)

The Redhead Coal Mining Company, later re-organised at the New Redhead Estate Company, built a railway from the Homebush to Waratah Railway to serve the coalfield around near Redhead, south of Newcastle. (see also New Redhead Act above) The line was eventually extended to Belmont and carried Government passenger trains as part of the Newcastle suburban system. See New Redhead Estate Transfer Act (above)

Richmond Vale Coal-mine Railway Act of 1900

This authorised the extension of Messrs J&A Brown's colliery railway from Minmi to Richmond Vale.

Rutland Flux Tramway Act of 1892 (55 Vic)

Saywell's Tramway Act of 1884 (47 Vic)

Saywell's Tramway Amendment Act 1887 (50 Vic)

This standard gauge steam-operated line connected the Illawarra Railway at Rockdale with the Sawyell Estates at Brighton le Sands. It was later incorporated into the Sydney suburban electric tramway system.

Scottish Australian Mining Company (Limited) Railway Act of 1893 (56 Vic)

This empowered the Company to construct a railway from Winding Creek (Cardiff) to Durham Colliery, near Redhead. The line was never built and the New Redhead Estate Railway eventually served the mine.

Silkstone Coal Mine Railway Act of 1889 (53 Vic)

Silkstone Coal Mine Railway Amending Act 1892 (55 Vic)

Silkstone Coal Mine Railway Further Amending Act 1894 (57 Vic)

These Acts were the genesis of the East Great Coal Mining Company's Railway (later South Maitland Railway Limited), which ran south from the Great Northern Railway between West Maitland and Telarah to coal leases which extended as far as Abermain. The amending acts allowed additional time for the work to be completed. (See also Aberdare Collieries Railway Act above)

Silverton Tramway Act of 1886 (50 Vic)

Silverton Tramway Amending Act 1888 (52 Vic)

The well-known Silverton Tramway connected Broken Hill with the South Australian Railway System. .

Simpson's Railway Act of 1893 (56 Vic)

This line was constructed between the Sydney suburbs of Clyde and Carlingford. It was absorbed into the Government suburban system and now electrified, remains in use.

Stanford Coal-mine Railway Act 1900

Stanford Coal Mine Railway Amendment Act 1943

The East Greta Coal Mining Company sought this initial Act to allow the extension of their Silkstone Railway (see above) from Aberdare Junction to Stanford Merthyr. The Amendment Act was obtained by Tarro Shire Council on behalf of South Maitland Railways Limited to permit closure of the line.

Sydney Railway Company Act of 1849 (13 Vic)

Sydney Railway Company Act of 1854 (18 Vic)

This Legislation permitted a private Company to construct a railway between Sydney, Parramatta and Liverpool. It was opened in 1855 but before long had been taken over by the Colonial Government.

Tarrawingee Tramway Act 1890 (Vic)

Tarrawingee Tramway Amendment Act 1894 (Vic)

This narrow-gauge line ran to flux quarries to the north of Broken Hill and was operated in conjunction with the Silverton Tramway Company.

Taylor and Walker's Railway Act of 1862 (26 Vic)

This Act allowed for the construction of a standard gauge railway from 'Russelville' colliery, north of Wollongong, to their jetty at Port Bellambi. The line was built but saw little use... probably worked by horses.

Tomago Coal Mining Company's Act of 1861 (25 Vic)

This Company's mine, northwest of Newcastle, was connected by a short horse-worked tramroad to a loading staithe on the Hunter River.

Toronto Tramway Act of 1889 (53 Vic)

Toronto Tramway Amendment Act 1890 (54 Vic)

This initial Legislation permitted a land speculation company to construct a narrow gauge line from Fassifern to Toronto.(nr Newcastle) The Amending Act required that the gauge be standard and gave the Government running rights. The line was subsequently built and after some years in private hands it was eventually incorporated in the Government system.

Vale of Clwydd Company's Incorporation Act of 1881 (45 Vic)

Vale of Clwydd Coal-mining Company's Act 1893 (56 Vic)

Vale of Clwydd Coal and Brick Company Act 1913

The Vale of Clywdd Company operated several coal mines and a brickworks near Lithgow. They owned two short branch railways These were standard gauge and were always operated by the NSW Railways..

Victorian Coal Mining Company's Act of 1884 (48 Vic)

Victorian Coal Mining Company's Extension Act 1884 (51Vic)

Applied for by Thomas Saywell (trading as The Victorian Coal Mining Company) this Act authorised the construction of a railway from proposed mines near Mt Kembla (nr Wollongong) to the sea coast near Red Point. It is not clear if any of this line was actually constructed.

Waratah Coal Mining Company's Incorporation Act of 1863 (27 Vic)

Waratah Coal Company (Railway Extension) Act of 1875 (38 Vic)

This Company had coalmines in the hills above Waratah (nr Newcastle) which were linked by standard-gauge steam-operated railways to the Company staithes at Port Waratah. The second Act authorised the extension of their system to South Waratah Colliery in Raspberry Gully.

Warwick Farm Railway Act of 1889 (53 Vic)

Warwick Farm Railway Extension Act 1911.

This short standard-gauge branch was built to serve the Warwick Farm Racecourse near Liverpool. It was eventually electrified and the NSW Government Railways operated special raceday services. The Act was necessary to allow the line to cross a major public road.

Western Kerosene Oil Company's Incorporation Act of 1868 (31Vic)

This firm mined coal and shale in the Hartley Valley, west of Sydney. They constructed an incline and a narrow gauge railway from their mines to connect with the NSW Great Western Railway at Hartley Siding. The company was later amalgamated with the "Hartley Kerosene Oil and Paraffine Company" to form the "New South Wales Shale and Oil Company Limited" (see above).

West Wallsend and Monk Wearmouth Railway Act of 1886 (50 Vic)

West Wallsend and Monk Wearmouth Railway Amendment Act 1887 (51 Vic)

This line ran from Cockle Creek to Monk Wearmouth (later Seaham) Colliery near West Wallsend. Operated jointly by the Seaham and West Wallsend Coal Coy locomotives, for many years there was a passenger service. The Amendment Act permitted a change of route.

West Wallsend Coal Company Act of 1890 (54 Vic)

This Company established two large collieries near West Wallsend and jointly with the Seaham Coy operated the Cockle Creek - West Wallsend Railway. It was eventually taken over by the Caledonian Coal Company.

Willoughby and Gordon Tramway Act of 1887 (51 Vic)

Willoughby and Gordon Tramway Amending Act 1890 (54 Vic)

Willoughby and Gordon Tramway Further Amending Act 1893 (56 Vic)

One assumes these related to a private scheme for street tramways in the above-mentioned Sydney suburbs. Lines were later constructed by the NSW Tramways.

Youngaleatha Marble, Flag and Flux Company Act of 1891 (55 Vic)

Young Wallsend Coal Company's Railway Act of 1888 (52Vic)

This company constructed a branch railway from their mine at Young Wallsend (now Edgeworth) to the Government line at South Wallsend (now Sulphide Junction). For a time they had their own locomotive.

To be investigated:

Balmain Tramway Act of 1889

Dalgety Siding Act 1912.

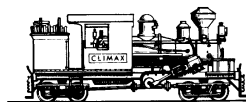
Deepwater and Mount Galena Tramway Act of 1892 (55 Vic)

Menindie and Broken Hill Tramway Act of 1893 (56 Vic)

Pine Ridge Tramway Act of 1892 (55Vic)

Rutland Flux Tramway Act of 1892 (55 Vic)

Youngaleatha Marble, Flag and Flux Company Act of 1891 (55 Vic)



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