

This PRIVATE BILL originated in the LEGISLATIVE COUNCIL, and, having this day passed, is now ready for presentation to the LEGISLATIVE ASSEMBLY for its concurrence.

W. L. S. COOPER,
Clerk of the Parliaments.

*Legislative Council Chamber,
Sydney, 28th August, 1918.*

New South Wales.



ANNO NONO

GEORGI V REGIS.

An Act to enable William Longworth and Thomas Longworth, of Sydney, in the State of New South Wales, to construct a railway from coal lands at Buttai, in the parish of Maitland, county of Northumberland, to the Great Northern Railway at Thornton, in the parish of Alnwick.

WHEREAS William Longworth and Thomas Longworth, both of Sydney, in the State of New South Wales, are owners of coal mines upon the lands situated at Buttai, in the parishes of Alnwick, Maitland, and Stockrington, in the county of Northumberland, near Thornton, and in order to facilitate communication between the said coal mines and the Great Northern

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Northern Railway the said William Longworth and Thomas Longworth, hereinafter designated the promoters, are desirous of constructing a railway from their said coal mines to the Great Northern railway at or
 5 about the Thornton railway station; but as part of such railway and sidings are intended to be made upon and pass through land believed to be the property of the Crown, bodies corporate, and private persons respectively, the same cannot be made without Legislative
 10 authority: And whereas the said coal mines are likely to prove beneficial to the State, and the public are concerned in promoting such increase in and facilities for the supply of coal for local consumption, steam navigation, and export, as would result from the construction
 15 of the said proposed railway and sidings, and traffic on the Great Northern railway would be increased thereby, it is therefore desirable to authorise by Legislative enactment the construction of the said railway and sidings, subject to the provisions hereinafter contained, upon
 20 payment of compensation to the several parties through whose land the same shall pass for such portion of their respective lands as may require to be taken and occupied thereby: Be it therefore enacted by the King's most excellent Majesty, by and with the consent of the
 25 Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same as follows:—

1. It shall be lawful for the said promoters to make and construct a railway which shall be of the same gauge
 30 as the Government Railways, namely, four feet eight and a half inches, from a point commencing in the lands of the promoters bearing north-east ten chains from the south-west corner of portion twenty-five in the parish of Maitland, county of Northumberland, and
 35 bearing thence about north-east to a point about eight chains south from the north-east corner of the said portion, thence through lands of John Farrell, the trustees of the will of the late Henry Osborne, the trustees or beneficiaries in the estate of the late William
 40 Fane de Salis, across the main northern road, Newcastle to Maitland, lands of said trustees or beneficiaries of the late

Authority to construct railway and connect same with Great Northern Railway.

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late William Fane de Salis, and land of promoters, to a point on the Great Northern railway, connecting therewith at a point about fourteen miles north of Newcastle and adjacent to the Thornton railway station, and
5 which lands and route are particularly described in the Schedule hereto, such railway to be in the direction described in the Schedule, but so that the same shall not occupy at any part thereof a greater space in breadth than sixty-six feet, and to make and construct such loop
10 lines, stations, and sidings as may be necessary for the safe and convenient use of the railways to be constructed as aforesaid, and to take and use so much of the lands of private persons mentioned in the Schedule as the promoters may require for their said railway, loop lines,
15 stations, and sidings, but so that the same shall not occupy at any part thereof a greater space in breadth than sixty-six feet. The said railway shall be constructed in a proper and workmanlike manner, to the satisfaction of the Director-General of Public Works and
20 the Chief Commissioner for Railways and Tramways.

2. The ground and soil of so much of the site of the railway and sidings as passes over or includes the lands of the said owners of lands, together with such rights of ingress, egress, and regress upon the adjacent land as
25 may be necessary for the making and repair of such railway shall, so far as is necessary for the purpose of this Act, be vested by virtue of this Act and without the necessity of any conveyance in the promoters for the purposes of the railway :

30 Provided that no lands vested in the Chief Commissioner for Railways and Tramways shall by virtue of this Act be vested in the promoters, and nothing herein contained shall prevent the said owners from carrying on any mining operations beneath the said railway
35 which shall not interfere with the safety of the said railway and the traffic thereon ; and the promoters shall have no further rights to the soil of the said lands beneath the surface than shall be requisite for the formation and repairs of the said road by cutting,
40 embanking, sinking wells, or otherwise :

Provided that the said railway shall be constructed and brought into use within five years after the passing of
this

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this Act, and that in default thereof, or if after its completion the said railway shall cease to be used for three years continuously, all the said lands and all the said promoters' interest and estate therein shall revert without any
 5 conveyance to the original owners thereof, their heirs and assigns respectively :

Provided also that if in the exercise of the powers hereby granted it be found necessary to cross-cut through, sink, raise, or use any part of any road so as to render it
 10 impassable for or dangerous or inconvenient to the persons entitled to the use thereof, the promoters shall before the commencement of any such operations at their own expense cause a sufficient road to be made instead of any road interfered with, and shall at their own expense
 15 maintain such substituted road in a state as convenient as the road interfered with, or as nearly as may be. And the promoters before they use the said lands of the owners of the land for the purposes aforesaid, shall, if required so to do, separate the same by a sufficient fence from the
 20 land adjoining thereto, with such gates as may be required for the convenient occupation of such land, and shall also to all private roads used by them as aforesaid, put up fences and gates in like manner in all cases, where the same may be necessary, to prevent the stray-
 25 ing of cattle from or upon the lands traversed by such roads; and in case of any difference between owners or occupiers of such roads and lands and the promoters as to the necessity for such fences and gates, then the said promoters shall put up and erect such fences and gates
 30 as any two justices of the peace after inquiry shall deem necessary for the purpose aforesaid on application being made to them.

3. The railway shall be open to the public use for the conveyance of coal and goods upon payment of a toll
 35 to the promoters for the conveyance of coal of a sum not exceeding one penny per ton per mile, with a minimum charge of threepence per ton in respect of every ton of coal for every transit, the person seeking transit supplying and loading his own trucks or on
 40 Government waggons, and the promoters or Government supplying locomotive power, and all trucks when emptied shall be conveyed on their return free of charge :
 Provided

Railway
open to the
public.

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Provided always that it shall not be compulsory on the promoters to supply locomotive power unless the party seeking the transit guarantee and bring one hundred tons at least during the twelve working hours, 5 and give notice of same at least twenty-four hours previously. The railway shall at all times be open to the public for the conveyance of coal and goods upon payment of a toll to the promoters for the conveyance of coal of a sum not exceeding one halfpenny per ton per 10 mile, with a minimum charge of twopence per ton in respect of every ton of coal for every transit and for goods of a sum not exceeding one penny halfpenny per ton per mile in respect of every ton of goods for every transit, if the party seeking transit supply the locomotive 15 power as well as the trucks and waggons :

Provided that so long as the promoters shall be willing to supply locomotive power no other person shall use locomotive power on the line other than the Chief Commissioner for Railways and Tramways :

20 Provided that if the railway shall be damaged by the parties who shall themselves use the railway for transit and supply locomotive power, the promoters shall be entitled to compensation for such damage, to be recovered either by action in the Supreme Court of New 25 South Wales, or, if such damage do not exceed the sum of twenty pounds summarily before two justices ; and in estimating such damages the promoters shall be entitled not only to compensation for the cost of repairing and restoring the railway, but to the conse- 30 quential damage (if any) sustained by reason of the suspension of transit or otherwise.

4. It shall be lawful for the owners or occupiers of the lands adjoining thereto or traversed by the said railway to lay down upon their own lands any collateral 35 branches or railway to communicate with the said railway for the purpose of bringing carriages, trucks, and waggons to or from or upon the said railway, and the promoters shall, if required, at the expense of such owners or occupiers, make openings in the rails and 40 such additional lines of railway as may be necessary for effecting

Branch
railways.

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effecting such communications in places where the communication can be made with safety to the public and without injury to the said railway and without inconvenience to the traffic thereupon, and the promoters shall not take any rate, toll, or other moneys for the passing of any passengers, coal and goods, or other things along any branch so to be made by any such owner or occupier or other person. The promoters shall not be bound to make any such openings in any place which they shall have set apart for any specific purpose with which such communication would interfere, nor upon any inclined plane or bridge nor in any tunnel. The persons making or using such branch railways shall be subject to all by-laws and regulations of the promoters from time to time made with respect to passing upon or crossing the railway and otherwise; and the persons making or using such branch railways shall be bound to construct and from time to time as need may require to renew the off-set plates and switches according to the most approved plan adopted by the promoters under the direction of their engineer.

5. For the purposes and subject to the provisions hereinafter contained it shall be lawful for the promoters, their deputies, agents, servants, and workmen, and all other persons by them authorised and empowered, to divert or alter the course of any road or way crossing the railway or to raise or sink any road or way in order the more conveniently to carry the same over or under or by the side of the railway :

Power to divert and alter the roads.

30 Provided always that any such work shall be carried out to the satisfaction of the Tarro shire council, and all such diversions, alterations, and crossings, and the approaches thereto, shall hereafter be maintained and repaired by the promoters at their own expense, and to the satisfaction of the said Tarro shire council.

6. If the promoters do not cause another sufficient road to be so made before they interfere with any such existing road as aforesaid, or if they fail to maintain all such diversions, alterations, crossings, and the approaches thereto, they shall forfeit twenty pounds for every

Penalty for not substituting a road.

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every day during which such substituted road shall not be made after the existing road shall have been interrupted, or during which such diversions, alterations, crossings, or approaches shall remain in a state of disrepair, and
 5 such penalty shall be paid to the said Tarro shire council, if a public road, and shall be applied for the purposes thereof, or, in case of a private road, the same shall be paid to the owner thereof; and every such penalty shall be recoverable, with costs, by action in any court of
 10 competent jurisdiction.

7. It shall be lawful for and, at the request of the Chief Commissioner for Railways and Tramways, compulsory upon the said promoters, from time to time, and at all reasonable times, to carry passengers, goods,
 15 and live stock, upon the said railway, or any part thereof respectively, and to make, demand, take, receive, and recover such tolls or dues for carrying the same at such rate per mile, or other scale of charges, as shall be established from time to time by the promoters for or
 20 in respect of all such passengers, goods, and live stock, which shall be conveyed or transported upon such railway, or any part thereof respectively: And the promoters are hereby authorised to make such by-laws and regulations not inconsistent with this Act, and
 25 subject to the approval of the Chief Commissioner for Railways and Tramways, as may be necessary for the regulation of such traffic, and such by-laws or regulations shall be binding upon all persons using or travelling upon the said railway; and any persons offending against
 30 such by-laws or regulations shall be liable to a fine not exceeding ten pounds for each offence, to be recoverable in a summary way before any two justices:

Provided always that if the rates, tolls, or dues that may be established as aforesaid, under and by virtue of
 35 this Act, shall be found excessive, it shall and may be lawful for the Executive Council, on the petition of any person, to reduce the said rates, tolls, or dues, and to revise them in such a manner as may seem most proper and advisable.

8. If in the course of making the railway the promoters shall use or interfere with any road, they shall,
 40 Road repairs.

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shall, from time to time, make good all damage done by them to such roads to the satisfaction of the said Tarro shire council; and if any question shall arise as to the damage done to any such road by the promoters or as
 5 to the repair thereof by them, such questions shall be referred to the determination of two justices, and such justices may direct such repairs to be made in the state of the roads in respect of damage done by the promoters, and within such period as they may think reasonable,
 10 and may impose on the promoters for not carrying into effect such repairs, any penalty, not exceeding ten pounds per day, as to such justices shall seem fit, and any such penalty shall be paid to the said Tarro shire council, if a public road, and be applied for the purposes of such
 15 road, or if a private road the same shall be paid to the owner thereof.

9. Until the promoters shall have made the bridges Owner's crossing. or other proper communications, which they shall, under the provisions herein contained, have been required to
 20 make between lands intersected and the railway, and no longer, the owners and occupiers of such lands, and any other person whose right of way shall be affected by the want of such communications and their respective servants, may at all times freely pass and repass with
 25 carriages, horses, and other animals directly, but not otherwise, across any part of the railway made in or through their respective lands solely for the purpose of occupying the same lands or for the exercise of such right of way and so as not to obstruct the passage along
 30 the railway or to damage the same. Nevertheless, if the owner or occupier of any such lands have in his arrangement with the promoters received or agreed to receive compensation for or on account of any such communications, instead of the same being formed,
 35 such owner, occupier, or those claiming under him shall not be entitled so to cross the railway.

10. If the railway cross any public highway or Provisions in cases where roads are crossed on a level. parish road on a level, the promoters shall erect or construct and at all times maintain to the satisfaction of the
 40 said Tarro shire council, cattle-stops or good and sufficient gates across such railway on each side of the road where
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the same shall communicate therewith, and shall employ proper persons to open and shut such gates, and such gates shall be kept constantly closed across such railway on both sides of the road, except during the time when
 5 engines or railway vehicles, passing along the same, shall have to cross such road, and such gates shall be of such dimensions and so constructed as when closed to fence in the road and prevent cattle or horses passing along the road from entering upon the railway, and the person
 10 entrusted with the care of such gates shall cause the same to be closed as soon as such engines or railway vehicles shall have passed through the same, under a penalty not exceeding forty shillings for every default therein, to be recoverable before any two justices in a
 15 summary way.

11. In case of accidents or slips happening or being apprehended to the cuttings, embankments, or other works of the said railway it shall be lawful for the promoters and their workmen and servants to enter upon
 20 the land adjoining thereto at any time whatsoever for the purpose of repairing or preventing such accidents, and to do such works as may be necessary for the purpose, but in every such case the promoters shall within forty-eight hours of such entry make a report to
 25 the Secretary for Public Works specifying the nature of such accident or apprehended accident, and of the works necessary to be done, and such powers shall cease and determine if the said Secretary shall after considering the said report certifying that their exercise is not
 30 necessary for the public safety or for the repair and maintenance of the said line:

Provided also that such works shall be as little injurious to the said adjoining lands as the nature of the accident or apprehended accident will admit of, and
 35 shall be executed with all possible despatch, and full compensation shall be made to the owners and occupiers of such lands for the loss or injury or inconvenience sustained by them respectively by reason of such works, the amount of which compensation in case of any
 40 dispute about the same shall be settled by arbitration in the manner hereafter mentioned; and provided also that

Power to enter upon adjoining lands to repair accidents subject to certain restrictions.

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that no land shall be taken permanently for any such works otherwise than is herein provided with respect to the lands originally taken for the purpose of making the said railway.

5 **12.** Every bridge to be erected for the purpose of carrying the railway over any road shall be built in conformity with the following regulations, that is to say:—

Construction
of bridges
over roads.

10 The width of the arch shall be such as to leave thereunder a clear space of not less than thirty feet, if the arch be over a public highway, and of twenty feet if over a parish road, and of twelve feet if over a private road.

15 The clear height of the arch from the surface of the road shall not be less than sixteen feet for space of twelve feet if the arch be over the main road, and fifteen feet for a space of ten feet if over a public carriage road; and in each of such cases the clear height at the springing of the arch shall not be less than twelve feet, 20 the clear height of the arch for a space of nine feet shall not be less than fourteen feet over a private road.

The descent made in the road in order to carry the same 25 under the bridge shall not be more than one foot in thirty feet if the bridge be over a public highway, one foot in twenty feet if over a parish road, and one foot in sixteen feet if over a private road, not being a tramroad or railroad; or if the same be a tramroad or rail- 30 road, the descent shall not be greater than the ruling gradient of such tramroad or railroad:

Provided always that every such bridge shall be erected to the satisfaction of the Chief Commissioner for Railways and Tramways and the Director-General of 35 Public Works.

13. Every bridge erected for carrying any road over the railway shall be built in conformity with the following regulations, that is to say:—

Construction
of bridges
over railways.

40 There shall be a good and sufficient fence on each side of the bridge of not less height than four feet and on each side of the immediate approaches of such bridge of not less than three feet.

The

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5 The road over the bridges shall have a clear space between the fences thereof of thirty-five feet if the road be a public highway, and twenty-five feet if a parish road, and twelve feet if a private road.

10 The descent shall not be more than one foot in thirty feet if the road be a main road, one foot in twenty feet if a parish road, and one foot in sixteen feet if a private road, not being a tramroad or railroad, or if the same be a tramroad or railroad, the ascent shall not be greater than the ruling gradient of such tramroad or railroad :

15 Provided always that every such bridge shall be erected to the satisfaction of the said Tarro shire council and the said Director-General of Public Works :

20 Provided always that in all cases where the average available width for the passing of carriages of any existing road within fifty yards of the point of crossing the same is less than the width hereinbefore prescribed for bridges over or under the railway, the width of such bridges need not be greater than such average available width of such roads but so, nevertheless, that such be not of less width in case of a public highway or parish road than twenty feet :

The width of the bridges need not exceed the width of the road in certain cases.

25 Provided also, that if at any time after the construction of the railway the average available width of any such road shall be increased beyond the width of such bridge on either side thereof, the promoters shall be bound at their own expense to increase the width of the said bridge at such extent as they may be required by the said Tarro shire council, not exceeding the width of such road as so widened, or the maximum width herein prescribed for a bridge in the like case over or under the railway :

30 Provided also that if the mean inclination of any road within two hundred and fifty yards of the point of crossing the same, or the inclination of such portion of any road as may be preserved to be altered, or for which another road shall be substituted, shall be steeper than the inclination hereinbefore required to be preserved by

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Existing inclination of roads crossed or diverted need not be improved.

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the promoters, then the promoters may carry any such road over or under the railway, or may construct such altered or substituted road at an inclination not steeper than the said mean inclination of the road so to be
 5 crossed, or of the road so requiring to be altered, or for which another road shall be substituted.

14. The promoters shall make, and at all times thereafter maintain, the following works for the accom-
 10 the railway, that is to say:—
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Such and so many convenient gates, bridges, arches, culverts, and passages over, under, or by the sides of or leading to, or from the railway, as shall be necessary for the purpose of making good any interruptions caused by the railway to the use of the lands through which the railway shall be made. And such works shall be made forthwith after the part of the railway passing over such lands shall have been laid out or formed, or during the formation thereof.

All sufficient posts, rails, hedges, ditches, mounds, or other fences for separating the land taken for the use of the railway from the adjoining lands not taken and protecting such lands from trespass, or the cattle of the owners or occupiers thereof from straying thereon, by reason of the railway, together with all necessary gates made to open towards such adjoining lands, and not towards the railway. And all necessary stiles and such posts, rails, and other fences shall be made forthwith after the taking of any such land, if the owners thereof shall so require, and the said other works as soon as conveniently may be.

Also all necessary arches, tunnels, culverts, drains, or other passages, either over or under or by the sides of the railway, of such dimensions as will be sufficient at all times to convey the water as clearly from the lands lying near or affected by the railway as before the making of the railway, or as nearly so as may be, and such works shall be made from time to time as the railway work proceeds.

Also

Works for
benefit of
owners.

Gates,
bridges, &c.

Fences.

Drains.

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- Also proper watering places for cattle or compensation in lieu thereof, where by reason of the railway the cattle of any person occupying any lands lying near thereto shall be deprived of access to their former watering-places. And such watering-places shall be so made as to be at all times sufficiently supplied with water as theretofore, and as if the railway had not been made, or nearly so as may be. And the said promoters shall make all necessary watercourses and drains for the purpose of conveying water to the said watering-places :
- Provided always that the promoters shall not be required to make such accommodation works in such manner as would prevent or obstruct the working or using of the railway nor to make any accommodation works with respect to which the owners and occupiers of the land shall have agreed to receive, and shall have been paid compensation instead of the making of them.
- 15.** If any person omit to shut and fasten any gate set up either side of the railway for the accommodation of the owners or occupiers of the adjoining lands so soon as he and the carriage, cattle, or other animals under his care have passed through same, he shall forfeit for every such offence a sum not exceeding five pounds, to be recoverable in a summary way before any two justices.
- 16.** The promoters shall not be entitled to any minerals under any land whereof the surface is vested in them by virtue of this Act except only such parts thereof as shall be necessary to be dug or carried away in the construction of the works hereby authorised; and such mines shall not be deemed to vest in the said promoters.
- 17.** If, within ninety days after the passing of this Act, the said persons through whose lands the railway shall pass, or any of them, and the promoters shall not agree as to the amount of compensation to be paid by them for the said lands belonging to the said parties, and any of them, or for any damage that may be sustained by them, or him, by reason of the execution of the

Watering-places.

Penalty on persons omitting to fasten gates.

Minerals not to pass.

Appointment of arbitrators.

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the works, or if any other question as to compensation shall arise under this Act, the amount of such compensation shall be settled by arbitration in manner hereinafter mentioned, that is to say, unless both parties shall
5 concur in the appointment of a single arbitrator, each party on the request of the other party shall nominate and appoint an arbitrator to whom such dispute or other matter shall be referred, and every appointment of an
10 arbitrator shall be under the hand of such party; and such appointment shall be delivered to the arbitrator or arbitrators and shall be deemed a submission to arbitration on the part of the party by whom the same shall be made. And after any such appointment shall have been made neither party shall have power to revoke the
15 same without the consent of the other, nor shall the death of either party operate as a revocation. And if, for the space of fourteen days after any such dispute or other matter shall have arisen, and after a request in writing shall have been served by the one party
20 on the other party to appoint an arbitrator, such last mentioned party failed to appoint such arbitrator, then upon such failure it shall be lawful for the Attorney-General, on application of the party who has himself appointed an arbitrator, to appoint such
25 arbitrator to act on behalf of both parties, and such arbitrator may proceed to hear and determine the matters which shall be in dispute; and in such case the award or determination of such single arbitrator shall be final and conclusive.

30 **18.** If, before the matter so referred shall be determined, any arbitrator appointed by either party shall die or become incapable or refuse or for fourteen days neglect to act as arbitrator, the party by whom such arbitrator was appointed may nominate and appoint in
35 writing some other person to act in his place. And if, for the space of seven days after notice in writing from the other party for that purpose, he fail to do so, the remainder or other arbitrators may proceed alone; and every arbitrator so to be substituted as aforesaid shall
40 have the same powers and authorities as were vested in the former arbitrator at the time of such his death, refusal, neglect, or disability as aforesaid. **19.**

Vacancy of arbitrator.

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19. Where more than one arbitrator shall have been appointed, such arbitrators shall, before they enter upon the matters referred to them, nominate and appoint by writing under their hands an umpire to decide any 5 matters on which they shall differ or which shall be referred to them under the provisions of this Act. And if such umpire shall die or refuse or for seven days neglect to act after being called upon to do so by the arbitrators, they shall forthwith, after such death, 10 refusal, or neglect, appoint another umpire in his place, and the decision of every such umpire on the matters so referred to him shall be final.

Appointment
of umpire.

20. If in either of the cases aforesaid the arbitrators shall refuse or for seven days after request of either 15 party to such arbitration, neglect to appoint an umpire, it shall be lawful for the Attorney-General, on the application of either party to such arbitration, to appoint an umpire, and the decision of such umpire on the matters on which the arbitrators shall differ or which 20 shall be referred to him under this Act shall be final.

Attorney-
General to
appoint
umpire on
neglect.

21. If when a single arbitrator shall have been appointed, such arbitrator shall die, or become incapable, or shall refuse, or for fourteen days neglect to act before he shall have made his award, the matters referred to 25 him shall be determined by arbitration under the provisions of this Act in the same manner as if such arbitrator had not been appointed.

In case of
death of
single arbi-
trator matter
to begin de
novo.

22. If where more than one arbitrator shall have been appointed, either of the arbitrators shall refuse, or 30 for seven days neglect to act, the other arbitrator may proceed alone, and the decision of such other arbitrator shall be effectual as if he had been the single arbitrator appointed by both parties.

If either
arbitrator
refuse to act
the other to
proceed ex
parte.

23. If where more than one arbitrator shall have 35 been appointed, and where neither of them shall refuse or neglect to act as aforesaid, such arbitrators shall fail to make their award within twenty-one days after the day on which the last of such arbitrators shall have been appointed, or within such extended time (if any) 40 as shall have been appointed for that purpose by both of such arbitrators under their hands, the matters referred to them shall be determined by the umpire to be so appointed as aforesaid.

If arbitrators
fail to make
their award
within
twenty-one
days, the
matter to go
to the umpire.

24.

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24. The said arbitrators, or their umpire, may call for the productions of any documents in the possession or power of either party which he or they may think necessary for determining the question in dispute, and
5 may examine the parties or their witnesses on oath, and administer the oaths necessary for that purpose.

Powers of arbitrators to call for books, &c.

25. Before any arbitrator or umpire shall enter into the consideration of any matters referred to him he shall, in the presence of a justice of the peace, make and sub-
10 scribe the following declaration, that is to say :—

Arbitrator or umpire to make a declaration for faithful discharge of duty.

I do solemnly and sincerely declare that I will faithfully and honestly, and to the best of my skill and ability, hear and determine the matters referred to me under the provisions of the Ashtonfields
15 Coal-mines Railway Act of 1915.

Made and subscribed in the presence of

And such declaration shall be annexed to the award when made, and if any arbitrator or umpire having made such declaration shall wilfully act contrary
20 thereto, he shall be guilty of a misdemeanour.

Penalty of misconduct.

26. All the costs of any such arbitration and incident thereto to be settled by the arbitrators, shall be borne by the promoters, unless the arbitrators shall award the same or a less sum than shall have been
25 offered by the promoters, in which case each party shall bear his own costs incidental to the arbitration, and the cost of the arbitrators shall be borne by the parties in equal proportions, unless the amount awarded shall be one-fourth less than the amount claimed, in which case
30 the whole costs shall be paid by the claimant: Provided that if either party shall be dissatisfied with the costs allowed by the arbitrators as aforesaid, the costs may be taxed by the Prothonotary or other proper officer of the Supreme Court, and the amount allowed by such officer
35 shall be the amount of costs to be paid.

Costs of arbitration, how to be borne.

27. The arbitrators shall deliver their award in writing to the promoters, who shall retain the same, and shall forthwith on demand at their own expense furnish a copy thereof to the other party, and shall at
40 all times on demand produce the said award, and allow the same to be inspected or examined by such party or any

Awards to be delivered to the promoters.

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any person appointed by him for that purpose, and the amount awarded shall be paid within sixty days after the publication of such award.

28. The submission to any such arbitration may be made a rule of the Supreme Court on application of either of the parties.

Submission may be made a rule of court.

29. No award made with respect to any question referred to arbitration under the provisions of this Act shall be set aside for irregularity or error in matter of form.

Award not void through error in form.

30. The promoters shall make compensation and satisfaction to the said owners and occupiers (the amount of such compensation and satisfaction to be ascertained and recovered in case of difference in the manner hereby provided) for temporary, permanent, or recurring injury, and all other damage, loss, costs, charges, and inconveniences which may in anywise be occasioned to the said owners or occupiers by the non-performance by the said promoters of any of the matters and things hereby required to be performed by them or otherwise.

Compensation for temporary or permanent or recurring injuries.

31. In every case where the promoters shall take temporary possession of lands by virtue of the powers hereby granted, it shall be incumbent on them within one month after their entry upon such lands, upon being required to do so, to pay to the occupier of the said lands the value of any crop or dressing that may be thereon, as well as full compensation for any other damage of a temporary nature which he may sustain by reason of their taking possession of such lands; and they shall from time to time during their occupation of their said lands pay half yearly to such occupier or to the owners of the lands, as the case may require, a rent, to be fixed by two justices in case the parties differ, and shall also within six months after the completion of the railway pay to such owner or occupier, or deposit in a bank for the benefit of all parties interested, as the case may require, compensation for all permanent or other loss, damage, or injury that may have been sustained by them by reason of the exercise as regards the said lands of the

Compensation to be made for temporary occupation.

The Ashtonfields Coal-mines Railway.

powers hereby granted, including the full value of all clay, stone, gravel, sand, and other things taken from such lands.

32. It shall be lawful for the Secretary for Public ^{Power for}
 5 Works on behalf of the Government, at any time, by ^{Government}
 notice in writing, to require the said promoters to sell, ^{to purchase}
 and thereupon the said promoters shall sell to the ^{railway.}
 Government the said railway, upon the terms of paying
 the then value (exclusive of any allowance for compen-
 10 sation for compulsory sale) of the said railway and all
 lands, buildings, works, materials, and plant of the said
 promoters suitable to and used by them for the purposes
 of the said railway; such value in case of difference to
 be ascertained by arbitration in the manner provided by
 15 the Public Works Act, 1912, for settling cases of dis-
 puted compensation and subject to the terms and con-
 ditions therein contained. And when any such sale
 shall have been made to the said Government, the said
 railway, lands, buildings, works, materials, plant, and
 20 premises shall vest in the Chief Commissioner for
 Railways and Tramways, who shall have all the rights,
 powers, and authorities of the said promoters in respect
 of the said railway so sold:

Provided that the sum to be paid by way of purchase
 25 shall in no case exceed the total cost of the construction
 of the railway and related works, land, and buildings.

33. For the purpose of regulating the conduct of ^{Promoters}
 the officers and servants or the promoters, and for ^{may make}
 providing for the due management of the affairs of the ^{by-laws.}
 30 promoters in all respects, it shall be lawful for the
 promoters, subject to the provisions herein mentioned,
 from time to time to make such by-laws and regulations
 as they shall think fit:

Provided that such by-laws be not repugnant to the
 35 laws of the state or to the provisions of this Act; and
 such by-laws shall be reduced into writing and shall
 have affixed thereto the names of the promoters, and a
 copy of such by-laws shall be given to every officer and
 servant of the promoters affected thereby, and such
 40 by-laws may specify a maximum and a minimum
 penalty for any breach thereof; such penalty to be
 proceeded for and recovered under the provisions of the
 Justices Act, 1902: Provided

The Ashtonfields Coal-mines Railway.

Provided always that any by-laws of the said promoters relating to penalties must be first approved by the Executive Council, and published in the Government Gazette; and the productions of the Gazette
5 containing such by-laws of the promoters shall be sufficient evidence of such by-laws in all proceedings under the same.

34. The Chief Commissioner for Railways and Tramways may from time to time appoint any person
10 to be inspector for the purpose of inspecting the railway, and of making any inquiry with respect to the condition of works or into the cause of any accident :

Chief Commissioner for Railways and Tramways may appoint inspectors.

Provided that no person so appointed shall exercise any powers of interference in the affairs of the
15 promoters, and every inspector under this Act shall, for the purpose of any inspection or inquiry which he is directed by the Chief Commissioner for Railways and Tramways to make or conduct, have the following powers, that is to say :—

- 20 (1) He may enter and inspect the railway and all stations, works, buildings, offices, stock, plant, and machinery belonging thereto.
- (2) He may by summons under his hand require
25 the attendance of any person who is engaged in the management, service, or employment of the promoters, and whom he thinks fit to call before him and examine for the said purpose, and may require answers or returns to such inquiries for the said purpose as he thinks fit to make.
- 30 (3) He may require and enforce the production of all books, papers, and documents of the promoters which he considers important for the said purpose.
- 35 (4) If after any such inspection the Chief Commissioner for Railways and Tramways deem the railway to be unsafe for the carriage of passengers, he may by notice in writing require the promoters to desist from carrying passengers
40 until any repairs or alterations mentioned in the notice are effected, and thereupon and until

The Ashtonfields Coal-mines Railway.

until the requirements of such notice have been complied with, it shall not be lawful for the promoters to carry any passengers upon the said railway.

- 5 Where in or about the railway or any of the works or buildings connected with such railway or any buildings connected with such railway or any buildings or place, whether open or enclosed, occupied by the promoters, any of the following accidents takes place in the course
 10 of working, that is to say,—
- (1) any accident attended with loss of life or personal injury to any person whomsoever;
- (2) any collision where one of the trains is a passenger train;
- 15 (3) any passenger train or any part of a passenger train accidentally leaving the rails;
- (4) any accident of a kind not comprised in the foregoing descriptions but which is of such a kind as to have caused, or be likely to cause, loss of life or personal injury, and which may
 20 be specified in that behalf by any order to be made from time to time by the Chief Commissioner for Railways and Tramways,
- the promoters shall send notice of such accidents and
 25 loss of life or personal injury (if any) occasioned thereby to the Chief Commissioner for Railways and Tramways. Such notice shall be in such form and shall contain such particulars as the Chief Commissioner for Railways and Tramways may from time to time direct, and shall be
 30 sent by the earliest practicable post after the accident takes place. The Chief Commissioner for Railways and Tramways may from time to time by order direct that notice of any class of accidents shall be sent to him by telegraph, and may revoke any such order. While such
 35 order is in force notice of every accident of the class to which the order relates shall be sent to the Chief Commissioner for Railways and Tramways by telegraph immediately after the accident takes place. Failure to comply with the provisions of this section shall render
 40 the promoters liable for each offence to a penalty not exceeding twenty pounds.

The Ashtonfields Coal-mines Railway.

35. It shall be lawful for the promoters at any time by any deed or instrument in writing to assign and transfer all the rights, powers, privileges, benefits, and advantages conferred upon them by this Act to any person or persons or to any duly registered company, and upon any such transfer or assignment being signed or executed the person or persons or duly registered company in whose favour such transfer or assignment is made shall then stand in the place of the said promoters, and shall have all the rights, powers, benefits, privileges, and advantages conferred upon the said promoters by this Act.

Power to assign.

36. Nothing herein contained shall alter, repeal, or otherwise affect the Public Works Act of 1912, or the Government Railways Act of 1912, or any Act amending the same.

Public Works and Government Railways Act of 1912 not altered or repealed.

37. In this Act the word "justices" shall mean justices of the peace in and for the State of New South Wales, and when any matter shall be authorised or required to be done by two justices the expression "two justices" shall mean two justices assembled and acting together in petty sessions or a stipendiary or police magistrate; the word "owner" shall mean any person who under the provisions of this Act would be able to sell land to the promoters; the word "promoters" shall mean and include the said William Longworth and Thomas Longworth, and the survivor of them, and the heirs, executors, or administrators of such survivor or their or his assigns.

Interpretation clause.

38. Nothing in this Act shall be deemed to authorise the said promoters to take or enter upon any lands belonging to the Chief Commissioner for Railways and Tramways, or to alter or to interfere with the Great Northern railway or any of the works thereof without the previous consent in writing in every instance of the Chief Commissioner for Railways and Tramways.

Lands belonging to the Chief Commissioner for Railways and Tramways to be taken.

39. The Chief Commissioner for Railways and Tramways may from time to time erect such signals and conveniences incident to such junction either upon his own lands or on the lands of the promoters, and appoint and remove such watchmen, switchmen, and other

Chief Commissioner for Railways and Tramways may erect signals, and appoint watchmen and switchmen.

The Ashtonfields Coal-mines Railway.

persons as may be necessary for the prevention of danger to or interference with the traffic at or near the junction, and in all cases at the expense of the promoters.

- 40.** The working and management of such signals and conveniences, wherever situate, shall be under the exclusive regulation of the Chief Commissioner for Railways and Tramways, and such sum may be charged to the promoters as the said Commissioner may deem reasonable for such services.
- 41.** This Act whenever cited shall be sufficiently described as "The Ashtonfields Coal-mines Railway Act of 1918."

Working of signals to be under regulations of Chief Commissioner for Railways and Tramways.

Short title.

SCHEDULE.

- COMMENCING at a point on portion 25, parish of Maitland, county of Northumberland, the lands of William Longworth and Thomas Longworth, such point bearing north-east about 10 chains from the south-west corner of the said portion 25, and running thence about north-east to a point about 8 chains south from the north-east corner of the said portion ; thence in a north-easterly direction through portion 32, parish of Maitland, the property of John Farrell ; thence in a northerly, north-easterly, and easterly direction through portion 8, parish of Maitland, the property of the trustees of the will of the late Henry Osborne ; thence in an easterly direction through part of portion 46, parish of Alnwick, county of Northumberland, the property of the trustees or beneficiaries in the estate of the late William Fane de Salis, across the Newcastle to Maitland road by a level crossing, said road being under the control of the Tarro shire council, and again in an easterly direction through part of said portion 46 ; and thence north-easterly through portion 47, parish of Alnwick, the property of applicants, to a junction with the Great Northern railway at a point approximately 15 chains north from Thornton railway station.

1915.

NEW SOUTH WALES.

Legislative Council.

REPORT FROM THE SELECT COMMITTEE

ON THE

ASHTONFIELDS COAL-MINES RAILWAY BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE COUNCIL TO BE PRINTED,
8 SEPTEMBER, 1915.

SYDNEY : WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER.

† 42081 c 292—A

1915.
[9d.]

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1915.

EXTRACTS FROM THE MINUTES OF THE PROCEEDINGS OF THE
LEGISLATIVE COUNCIL.

MINUTES No. 12. WEDNESDAY, 18 AUGUST, 1915, ENTRY 2.

2. THE ASHTONFIELDS COAL-MINES RAILWAY BILL:—Mr. Dick presented a Petition from William Longworth and Thomas Longworth, praying for leave to bring in a Bill to enable William Longworth and Thomas Longworth of Sydney, in the State of New South Wales, to construct a railway from coal lands at Buttai, in the parish of Maitland, county of Northumberland, to the Great Northern Railway at Thornton, in the parish of Alnwick.
And Mr. Dick having produced copies of the *Government Gazette*, and the *Sydney Morning Herald*, and the *Maitland Daily Mercury*, newspapers, containing the requisite notices of the intention to apply for such Bill,—
Petition received.

MINUTES No. 13. THURSDAY, 19 AUGUST, 1915, ENTRY 7.

7. THE ASHTONFIELDS COAL-MINES RAILWAY BILL (*Formal Business*):—
(1.) Mr. Dick moved, pursuant to Notice, for leave to bring in a Bill to enable William Longworth and Thomas Longworth, of Sydney, in the State of New South Wales, to construct a railway from coal lands at Buttai, in the parish of Maitland, county of Northumberland, to the Great Northern Railway at Thornton, in the parish of Alnwick.
Question put and passed.
(2.) Mr. Dick then presented the Bill, and having produced a certificate that the sum of twenty-five pounds had been paid to the Consolidated Revenue Fund, Bill, intituled "*A Bill to enable William Longworth and Thomas Longworth, of Sydney, in the State of New South Wales, to construct a railway from coal lands at Buttai, in the parish of Maitland, county of Northumberland, to the Great Northern Railway at Thornton, in the parish of Alnwick,*"—read a first time.

MINUTES No. 14. WEDNESDAY, 25 AUGUST, 1915. ENTRY 10.

10. THE ASHTONFIELDS COAL-MINES RAILWAY BILL (*Formal Business*):—Mr. Dick moved, pursuant to Notice, *as by leave amended*,—
(1.) That the Ashtonfield Coal-mines Railway Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of the following Members, namely:—Mr. Travers, Mr. Hurley, Mr. Buzacott, Mr. Garland, Mr J. D. FitzGerald, and the Mover.
Question put and passed.

MINUTES No. 18. WEDNESDAY, 8 SEPTEMBER, 1915. ENTRY 3.

11. THE ASHTONFIELDS COAL-MINES RAILWAY BILL:—
(1.) Mr. Dick, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on the 25th August, 1915, together with a copy of the Bill, as *amended*, as agreed to in Committee.
Ordered to be printed.
(2.) Mr. Dick then moved, That the second reading of this Bill stand an Order of the Day for Wednesday next.
Question put and passed.

* * * * *

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1915.

THE ASHTONFIELDS GOLD-MINES RAILWAY BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Council, for whose consideration and report was referred, on the 25th August, 1915, "*The Ashtonfields Coal-mines Railway Bill*," beg to report to your Honorable House:—

*See List,
page 6.

That they have examined the witnesses named in the List* (whose evidence will be found appended hereto), and that the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the several clauses and Schedule of the Bill, in which it was deemed necessary to make minor amendments in certain clauses.

Your Committee now beg to lay before your Honorable House the Bill with minor amendments.

W. T. DICK,
Chairman.

No. 1 Committee Room,
Sydney, 8th September, 1915.

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 1 SEPTEMBER, 1915.

MEMBERS PRESENT :—

The Hon. W. T. Dick,		The Hon. N. J. Buzacott,
The Hon. J. Travers.		

Mr. Dick, on motion of Mr. Travers, called to the Chair.
Entry from the Minutes and Proceedings of the Legislative Council, appointing the Committee, read by the Clerk.

Printed copies of the Bill referred, together with the Original Petition, for leave to introduce same, before the Committee.

Present :—Mr. W. W. Robinson (*Solicitor for the Bill*), Mr. A. H. Clapin (*Civil Engineer, Manager for Messrs. W. and T. Longworth, Thornton*), T. Longworth (*Mining Agent, Rose Bay*).

Thomas Longworth, called in, sworn, and examined.

Witness withdrew.

Mr. Alfred Harnett Clapin, called in, sworn, and examined.

Witness produced—

Plan of the Ashtonfields Collieries Railway Line.

Witness withdrew.

Committee adjourned till 2 p.m. on Wednesday, 8th September, 1915.

WEDNESDAY, 8 SEPTEMBER, 1915.

MEMBERS PRESENT :—

The Hon. W. T. Dick in Chair.		The Hon. W. F. Hurley,
The Hon. J. Travers,		The Hon. N. J. Buzacott.

Mr. A. H. Clapin recalled, and further examined.

Witness handed in—

Letter from office of Chief Commissioner for Railways and Tramways, dated 6th September, 1915.

Witness withdrew.

Room cleared.

Preamble read, considered, and *agreed to*.

Question—"That this preamble stand part of the Bill,"—put, and *agreed to*.

Parties called in and informed accordingly.

Clause 1 read, amended, and *agreed to*.

Clause 2 read, amended, and *agreed to*.

Clause 3 read, amended, and *agreed to*.

Clauses 4 to 6 inclusive severally read and *agreed to*.

Clause 7 read, amended, and *agreed to*.

Clauses 8 to 11 inclusive severally read and *agreed to*.

Clause 12 read, amended, and *agreed to*.

Clause 13 read, amended, and *agreed to*.

Clauses 14 to 31 inclusive severally read and *agreed to*.

Clause 32 read, amended, and *agreed to*.

Clause 33 read and *agreed to*.

Clause 34 read, amended, and *agreed to*.

Clauses 35 to 37 inclusive severally read and *agreed to*.

Clause 38 read, amended, and *agreed to*.

Clause 39 read, amended, and *agreed to*.

Clause 40 read, amended, and *agreed to*.

Clause 41 read, and *agreed to*.

Schedule read and *agreed to*.

Title read and *agreed to*.

Chairman requested to report the Bill with minor amendments to the House.

SCHEDULE OF THE AMENDMENTS.

Page 3, clause 1, lines 19 and 20. *Omit* "Engineer-in-Chief for Railway Construction" *insert* "Director-General of Public Works"

Page 3, clause 1, line 20. *Omit* "Railway Commissioner" *insert* "Chief Commissioner for Railways and Tramways"

Page 3, clause 2, lines 30 and 31. *Omit* "Railway Commissioner" *insert* "Chief Commissioner for Railways and Tramways"

Page 5, clause 3, lines 18 and 19. *Omit* "Railway Commissioner" *insert* "Chief Commissioner for Railways and Tramways"

Page 7, clause 7, line 12. *Omit* "Railway Commissioner" *insert* "Chief Commissioner for Railways and Tramways"

Page 7, clause 7, line 24. *Omit* "proposals" *insert* "approval"

- Page 7, clause 7, line 25. *Omit* "Railway Commissioners" *insert* "Chief Commissioner for Railway and Tramways"
- Page 10, clause 12, line 33. *Omit* "Railway Commissioner" *insert* "Chief Commissioner for Railways and Tramways"
- Page 10, clause 12, line 34. *Omit* "Engineer-in-Chief for Railway Construction" *insert* "Director-General of Public Works"
- Page 11, clause 13, line 16. *Omit* "Engineer-in-Chief for Railway Construction" *insert* "Director-General of Public Works"
- Page 18, clause 32, line 15. *Omit* "Lands for Public Purposes Acquisition" *insert* "Public Works, 1912"
- Page 18, clause 32, lines 20 and 21. *Omit* "Railway Commissioner" *insert* "Chief Commissioner for Railways and Tramways"
- Page 19, clause 34, lines 11, 20, and 37. *Omit* "Railway Commissioners" where occurring in such lines, and *insert* "Chief Commissioner for Railways and Tramways"
- Page 20, clause 34, lines 24, 28, 30, 32, and 37. *Omit* "Railway Commissioners" where occurring in such lines, and *insert* "Chief Commissioner for Railways and Tramways"
- Page 21, clause 38, line 32. *Omit* "Railway Commissioners" *insert* "Chief Commissioner for Railways and Tramways"
- Page 21, clause 38, line 35. *Omit* "Railway Commissioners" *insert* "Chief Commissioner for Railways and Tramways."
- Page 21, clause 39, line 36. *Omit* "Railway Commissioners" *insert* "Chief Commissioner for Railways and Tramways."
- Page 22, clause 40, line 6. *Omit* "Railway Commissioners" *insert* "Chief Commissioner for Railways and Tramways."

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1915.

NEW SOUTH WALES.

Legislative Council.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

THE ASHTONFIELDS COAL-MINES
RAILWAY BILL.

WEDNESDAY, 1 SEPTEMBER, 1915.

Present:—

HON. J. TRAVERS, M.L.C.

HON. N. J. BUZACOTT, M.L.C.

HON. W. T. DICK, IN THE CHAIR.

MR. W. W. ROBINSON, Solicitor for the Bill.

Thomas Longworth, Mine Manager, Rose Bay, sworn, and examined:—

1. *Chairman.*] You and your brother, William Longworth, are the owners of certain coal lands and coal-mines upon the lands situated at Buttai, in the parishes of Alnwick, Maitland, and Stockrington, in the county of Northumberland, near Thornton, and you are asking for power to construct a private railway line between the Great Northern Railway at or about Thornton Railway Station and the coal lands and coal-mines which you own in the districts already mentioned? Yes.
2. You already have a siding of some length from Thornton in the direction of your coal lands and coal-mines? From the Great Northern Line to the boundary of the land of the nearest people.
3. Is it Osborne's land? No, de Salis.
4. The proposition is that the line be continued to such a position on your land as to enable you to develop the coal property which you and your brother own? Yes; it is to open up what we know as the East Maitland coalfields.
5. That is the intention in asking for the Bill which you have now before Parliament? Yes.
6. If you obtain power to construct the proposed railway is it your intention to develop your coal property? Yes, we are developing it now.
7. When it is developed where will you consign your coal? To Newcastle.
8. In addition to your own private railway will you use the Great Northern Line? Yes, junctioning at Thornton.
9. Part of the railway will pass through land believed to be the property of the Crown, bodies corporate, and private persons? The only Crown lands through which it will pass are roads.
10. The remainder of the land through which the railway will pass is held either by trustees or by private owners? Yes.
11. In the preamble of the Bill which you have petitioned Parliament to pass it is stated that the coal-mines situated on your land are likely to prove beneficial to the State; in what way would they prove beneficial to the State? By giving employment, opening up coal-mines, affording traffic for the railways, and benefiting the country commercially by the sale of coal.

Witnesses—T. Longworth and A. H. Clapin, 1 September, 1915.

12. Firstly, it would open up coal-mines now undeveloped; secondly, it would give employment to a number of men; and thirdly, it would provide traffic for portion of the Great Northern Railway? Yes.
13. Would you give any estimate as to the number of men you are likely to employ when your mine gets fairly going? I should think that when it was fairly opened up 500 men would be employed.
14. Is the country surrounding or the country in the vicinity of the terminus of the proposed line such as would offer facilities for settlement? Yes; when I say settlement I mean residences for working people; some very nice sites are available.
15. Are there any timber areas which would be opened up in the immediate vicinity of the proposed line, if constructed? There is a great deal of timber suitable for pit props, also bigger timber; the bulk of the good, mill timber has given out.
16. Is there a sufficient area of timber in the locality to provide timber for mining purposes? Thousands of acres.
17. Is the timber in such quantities that, in addition to your own mine, other districts would be able to draw from the area pit props or mining timber? Yes.
18. *Mr. Travers.*] What is the area of your property? 5,300 acres.
19. Freehold? Yes, all freehold.
20. What is the length of the proposed line between your property and Thornton? About 4 miles.
21. What is the distance from Thornton to Newcastle? Fourteen miles.
22. So your property is practically 18 miles from Newcastle by rail? Yes.
23. Have you approximated what the revenue to the Railway Commissioners would be if the proposed line was built? No; that would depend on how the mine was opened up, but I think the revenue would be very great, as the railway would open up 14,000 or 15,000 acres of coal lands.
24. Freight might be derived from timber and other products, apart from coal? Yes; there is good timber on the land.
25. What would be the cost of the proposed railway? About £1,500 a mile.
26. Something over £6,000? Yes.
27. Have you had the opinion of the Railway Commissioners on the proposal? We sent them a draft copy of the Bill, and I understand that they have acknowledged receipt of same.
28. Would you be unable to develop your property if you did not have a railway? No; there is a little coal-mine on my property, the output of which is carted away by drays.
29. Would the railway which you ask for permission to construct be the means of developing coal measures other than your own? Yes; I consider that the line would open up 14,000 or 15,000 acres of coal lands.
30. So apart from your own property, the railway is likely to pass through country which could be developed for coal-mining purposes? Other people would certainly come in and open up on the branch line.
31. Are the 14,000 or 15,000 acres of coal lands which you have referred to in private hands, or are they Government lands? I could not say, but the area is included in what we know as the East Maitland coal measures.
32. *Mr. Robinson.*] Are there any Crown lands? They are mostly private lands, but I think there are some conditional purchases in the district.
33. *Mr. Travers.*] Is coal-mining carried on adjacent to Thornton Railway Station? We have a little mine working there for our own works.
34. So practically the whole of the lands through which the proposed line would pass are suitable for coal-mining purposes? They are all coal lands.
35. *Mr. Buzacott.*] I notice it is stated in the preamble of the Bill that the line would pass through the property of private persons;—have you made any arrangement with these people? We understand that the trustees of the late Henry Osborne cannot sell the land, and as regards the estate of the late Wm. Fane de Salis there is no one here with authority to do anything.
36. Do you hold the consent of the trustees of the estate of the late Henry Osborne to pass through portion of that property? Yes.
37. You are not asking Parliament to confer some power that the private people concerned would not be agreeable to give? No, the people concerned have no objection whatever. The trustees of the estate of the late Henry Osborne are quite prepared to allow us to construct the railway through their land, and as far as we can ascertain the attitude of those interested in the de Salis estate is the same.
38. *Mr. Robinson.*] Have not special arrangements been made with the trustees of the estate of the late Henry Osborne with regard to the line passing through their lands? The trustees of the Osborne estate have the privilege, according to our private agreement, to connect their land with the proposed railway by sidings in order to open up their coal lands as necessary.
39. Does not the same apply to the de Salis estate? The same privilege would be given to the de Salis estate.
40. Do you understand that the Railway Commissioners have received a draft copy of the Bill, and forwarded an acknowledgement of the receipt of same? Yes.
41. *Mr. Dick.*] Clause 4 of the Bill gives power to the owners or occupiers of the lands adjoining or traversed by the proposed railway to lay down upon their own lands any collateral branches or railway to communicate with the proposed railway for the purpose of bringing carriages, trucks, and waggons to or from or upon the proposed railway, in order to get to market coal or such other products as they may have under or upon their land? Yes.
42. *Mr. Robinson.*] Has the consent of the Tarro Shire Council been given to the proposed railway? Yes, permission has been granted for the crossing of the roads.
43. *Mr. Dick.*] Do you produce a plan of the proposed Ashtonfields Collieries Railway showing the coal lands and the lands to be traversed? Yes. (*Plan of the Ashtonfields Collieries Railway, showing position of line produced.*)

Alfred Harnett Clapin, Civil Engineer, manager for Messrs. William and Thomas Longworth, Thornton, sworn, and examined:—

44. *Mr. Dick.*] I understand that you surveyed the proposed railway outlined in the Bill before the Select Committee? I personally made a survey, and so far have done all the work in connection with the scheme.

45. Would you indicate on the plan where the proposed line starts, where it ends, and give such other information as you think ought to be supplied? The line starts at the Great Northern Railway, at or about the 14-mile peg going north from Newcastle, and traverses portion 47, parish Alnwick, the property of Messrs. William and Thomas Longworth, thence crossing the eastern boundary of portion 46, parish of Alnwick, the property of the trustees or beneficiaries in the estate of the late William Fane de Salis, and crossing the Newcastle to Maitland road by a level crossing, this road being under the control of the Tarro Shire Council. Thence the railway traverses the property of the trustees of the late Henry Osborne, portion 8, parish of Maitland, thence through portion 32, parish of Maitland, the property of John Farrell, and on into portion 25, parish of Maitland, the property of William and Thomas Longworth, and on which portion it is proposed to open up the collieries.
46. *Mr. Robinson.*] The line runs to a point on portion 25, parish of Maitland, the lands of William and Thomas Longworth, such point bearing north-east about 10 chains from the south-west corner of portion 25? Yes; the line finishes in that portion, and its length is about 4 miles.
47. *Mr. Dick.*] Do you propose to build your line on the standard gauge? Yes, on the 4 ft. 8½ in. gauge.
48. In that respect, it would be in accordance with the requirements of the Railway Commissioners? Yes, that is provided for in the Bill.
49. In the preamble of the Bill it is stated that the construction of the proposed line would facilitate communication between the coal-mines owned by William and Thomas Longworth and the Great Northern Railway;—at present what means have you of transporting coal from the mines which the proposed line is designed to serve? At the present time the only exit from these particular coal measures is by means of horse teams, the coal being carted to Maitland. It is impracticable to move the coal for shipment, to move it in any quantities, or to get it to a market of any sort.
50. You have had considerable experience in Newcastle, and know the course of the coal trade there? I have had thirty years' experience in Newcastle.
51. Do you regard the proposed line as essential to the development of the coal-bearing area to be served? It is essential to the development of what are known as the Four-mile Creek coal measures, which geologically lie between the Newcastle and Maitland measures.
52. Are you satisfied in your own mind that a considerable area of the country to be served by the proposed line is coal-bearing? I have no doubt whatever.
53. Has that country been tested? Yes; we have tunnels on various portions of the properties, showing the coal seams. I might mention that the coal of these measures was worked as far back, I think, as seventy years ago.
54. What is the character of the coal? It is of very good bituminous quality.
55. Is it in sufficiently large quantities to justify railway communication between these coal lands and the Great Northern Railway at Thornton? Yes.
56. Do you agree with Mr. Longworth's statement that there is a sufficient area of coal lands to afford, with the construction of the proposed railway, employment for 500 men? I do.
57. Would you give an estimate as to how long it would take under ordinary circumstances to work out the coal in the properties of Messrs. William and Thomas Longworth? To estimate, it would be necessary to go into figures, but I should say, judging from the life of other properties, that it would take forty or fifty years of continuous work to exhaust the coal measures on the lands through which it is proposed that the railway should be taken. Coal was first worked on those properties, I think, about 1845 by the Messrs. Brown, but they got into conflict with the A.A. Co., who claimed under their charter to have the sole right to work coal in Australia or New South Wales, I do not know which. From that time up to the present coal worked in those measures has only been available for local requirements by carting. Our only market is East Maitland, where the coal is very highly favoured for household use.
58. Do you agree with Mr. Longworth that the construction of the proposed railway, and the consequent further opening up of those mines would be beneficial to the State? It would prove beneficial to the State and would make available for use many thousands of acres of land which at the present time is practically unavailable. This land produces a large quantity of timber, and with the removal of a good deal of timber it would, in my belief, be very valuable as orchard land, and would promote closer settlement of that nature.
59. What is the present market value of the land to be traversed by the railway? From £2 to £3 an acre. I do not think there would have been any difficulty in buying unimproved land in that locality two years ago at £3 or £4 an acre. With the exception of one or two blocks which have been cleared, the land is unimproved. Possibly it might bring more than the price I have quoted.
60. Is the coal obtained in that district suitable for export? Yes, it is thoroughly good steaming coal.
61. Do you confirm Mr. Longworth's statement that the construction of the proposed line and the consequent opening up of the coal-mine would, with other things, create more traffic for the Great Northern Railway? Certainly more freight would be available.
62. *Mr. Travers.*] What added value would the proposed railway give to the land you speak of? The railway would make it a coal-mining property. Land, with no access to market, could hardly be regarded as coal-mining property.
63. In your estimate of value, did you take into consideration the average land, including the orchard land? Yes.
64. Is the land accessible within a radius of four or five miles on either side of the proposed line? Yes, it is accessible by road.
65. Is it very heavily timbered? It is fairly thickly timbered; the timber, though not very heavy, is of a class that is very valuable to the mines around the district for pit props and other purposes.
66. Is it hardwood? Yes.
67. Are you quite satisfied as to the quality and quantity of coal on the property of which you are manager? Quite.
68. Does the property of Messrs. William and Thomas Longworth lay about the fringe of the coal measures or could development be pushed further? Further development could be effected in a south-westerly direction.
69. Are there other coal measures in that direction? The same seams as are on the property of Messrs. William and Thomas Longworth underlie the lands of other proprietors.
70. Is the development of those coal measures likely to bring about a good deal of settlement in the district? Yes, the industry is labour providing.

Witness—A. H. Clapin, 1 September, 1915.

72. *Mr. Buzzwott.*] What is the average thickness of the seam which you have already worked? There are three seams from which we obtain coal. In some places they are fairly close together, but in other places they are separated. I have seen 10 feet of coal in two 5-foot seams, separated by 6 inches of sandstone, while 2 chains away the same two seams might be separated by 20 feet of sandstone. At all events, there are two 5-foot seams on the property; there is also a seam of good gas coal 25 inches in width, which has been worked on part of the property for 25 years.

73. *Mr. Robinson.*] Did you personally interview some of the owners through whose land the proposed railway would pass? I have seen the representatives of some of the owners of the Osborne estate, also Mr. Alexander Brown, who is the representative in this country of the de Salis estate. I interviewed Mr. John Farrel, the owner of the third property to be traversed, and I have seen the Tarro Shire Council. Mr. Alexander Brown, on behalf of de Salis estate, said that we might be satisfied that the owners of the estate, who had been communicated with, would welcome the building of a railway through their property, and would offer no objection whatever to it; but he added that at the present time, owing to the death of one of the owners of the estate, he was without sufficient powers to authorise us to do much, as the new power of attorney had not arrived. I discussed the Bill with the trustees of the late Henry Osborne, previous to which draft copies of the same were placed in their hands, and they gave their approval and welcomed the construction of the line through their property, because it would help them to open up a block of 1,300 or 1,400 acres and at the same time enable to work a couple of hundred acres of coal lands adjacent to our terminus. Mr. John Farrell said that he would be very glad to see the railway constructed through his property, which, with the adjoining properties, would be increased in value. The various owners concerned not only assured me that they would be glad to see the railway built, but freely gave me permission to make any surveys that I desired, even going so far as to signify, in anticipation of the Bill, that so far as they were concerned, I might go as far as I thought proper in the question of the construction of the line.

74. You have power to do as you wish? Yes, we can go as far as we like. The Tarro Shire Council was interviewed, and a draft copy of the Bill left; after going through the Bill the Council wrote signifying acquisition in its passing.

75. In the Bill all necessary powers and rights have been given to the Railway Commissioners, whose interests have been conserved in every way? Their interests have been conserved in exactly the same way as they have been conserved in previous measures of this nature which have been enacted.

76. Did you not receive a letter from Mr. Alexander Brown approving of the construction of the proposed railway, and stating that as the representative of the de Salis estate he was awaiting another power of attorney? Yes.

77. Have you any doubt as to his welcoming the construction of the line? He expressed his approval, and assured me that he had communicated with the owners of the de Salis estate, who sent him word to do what he thought proper in connection with the matter, but he could not give me documentary authority, owing to the death of the previous owner and the non-arrival of the new power of attorney.

78. Has not full power been given to owners of lands adjacent to the proposed railway to junction with it if constructed? Under a certain clause of the Bill they have power to junction with the proposed railway. As there might be some doubt as to whether persons not exactly abutting on the line had power to effect such junction, I might mention that we have entered into a special agreement with the trustees of the Osborne estate, whose land is just beyond the end of our railway, giving them power to come through our land and junction up with the line. They are quite satisfied with the agreement. In case the clause to which I referred, which was taken from other Acts, did not go far enough, the agreement was entered into in order that there would be no doubt regarding the matter.

79. *Mr. Travers.*] In reply to the notification in the local papers, have you received any notice of opposition to the proposed railway? None whatever. The only persons interested are the owners of the land through which it is proposed that the railway should pass. Personally, I found them in full agreement with the project.

80. Is any of the land which the proposed line would traverse used for any purpose at present? Portion is used for grazing, but the land actually traversed by the railway has absolutely no grazing value.

81. Is that because you follow a hard ridge? Yes, the only land of grazing value is on the fringes of the creeks. Most of the country is scrubby, and covered with more or less worthless timber.

82. Is there anything else in the Bill that you would like to explain? Yes, in connection with the crossing of the roads. The Act upon which this Bill is based is the Richmond Vale Coal Mines Bill, in which there was a clause about crossing the roads which provided that the gates were to be on the roads, and that the roads should be shut off close to the railway, which was to be left in its normal condition. In this Bill we are not asking for that power. We are closing the gates against the railway so that the roads may always be left open. It is a better provision for the public. In the Act which I followed, on account of it being an Act assented to by Parliament, the roads crossed were probably not so important as the one which we propose to cross, and in order to liberalise our measure I provided for the railway gates being closed against the railway. Our Bill provides that the gates

Shall be kept constantly closed across such railway on both sides of the road, except during the time when engines or railway vehicles, passing along the same, shall have to cross such road

Otherwise the Bill is merely a copy of a measure which has been before Select Committees, and which has been passed by both Houses of the Legislature.

83. *Mr. Travers.*] Your Bill is the usual private railway bill? Yes. Some slight verbal alterations have been made owing to the institution of the shire council since the passing of the other measure to which I referred; everywhere we have provided for the inclusion of the words "Tarro Shire Council" where required.

84. How many roads will be crossed? Only the main road from Newcastle to Maitland, at a point about a mile and a quarter from the railway line near Thornton.

85. *Mr. Dick.*] Is the plan of the proposed Ashtonfields Collieries Railway, which has been produced, the result of your survey? Yes. I might add that provision has been made in the Bill as if the owners of the lands through which the line is to pass were antagonistic to the measure.

86. *Mr. Robinson.*] Are the applicants prepared to comply with all the conditions of the Bill? Yes; they are anxious to make a start with the railway as soon as possible. In fact, my instructions are to go on with the work as soon as the Bill has been passed.

WEDNESDAY, 8 SEPTEMBER, 1915.

Present:—

HON. W. T. DICK, IN THE CHAIR.

HON. J. TRAVERS, M.L.C.

HON. W. F. HURLEY, M.L.C.

HON. N. J. BUZACOTT, M.L.C.

Mr. W. W. Robinson, Solicitor, appeared on behalf of the promoters of the Bill.

Alfred Harnett Clapin, civil engineer, manager of Messrs. William and Thomas Longworth's properties mines and works, Thornton and Buttai, further examined:—

87. *Mr. Robinson.*] You have already given evidence before the Select Committee? I have.

88. And you are aware that the inquiry was adjourned so that the Railway Department might be seen in order to ascertain whether it had any objection to the Bill? Yes, the Railway Solicitor, amongst other officers, was seen.

89. And they promised to give attention to the matter? Yes, a letter has been received from the office of the Chief Commissioner, signed by Mr. Spurway, secretary to the Commissioner, stating that the matter has had consideration by the Deputy Chief Commissioner, who has no objection to the Bill, subject to certain verbal amendments, which were mentioned in the letter.

90. *Chairman.*] Do you hand in that letter? Yes. (*Letter from the office of the Chief Commissioner for Railways, dated 6th September, 1915, handed in.*)

91. *Mr. Robinson.*] Do you also tender a copy of the Bill setting out the proposed amendments as required by the Railway Department? Yes. (*Copy of Bill handed in.*) The first amendment required is the substitution of the term "Chief Commissioner for Railways and Tramways" for the words "Railway Commissioners" where they appear in the Bill. This alteration, I understand, necessitated by the more recent Railway Act.

92. What were the other proposed amendments mentioned? That in clause 7, line 24, the word "proposals" should be struck out and the word "approval" substituted. That in clause 32, line 15, the words "Public Works Act, 1912," should be substituted for the words "Lands for Public Purposes Acquisition Act." That in clause 33, page 19, line 3, the words "Justices Act, 1902," should read "Justices Act, 1912." I understand that you, Mr. Robinson, called upon Mr. Cargill, the Solicitor for Railways, and, in reference to the lastnamed amendment, pointed out to him that the proposed amendment would be incorrect, and he quite admitted that the words to be employed should be "Justices Act, 1902," as originally set out in the Bill.

93. *Mr. Buzacott.*] Probably the 1902 Act has been consolidated in that of 1912? Probably.

94. *Chairman.*] That means that the proposed amendment will not be required? Not in regard to those words.

