

New South Wales.



ANNO SECUNDO

GEORGI V REGIS.

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Act No. 11, 1911.

An Act to sanction the construction of a line of Railway from Muswellbrook to Merriwa; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [Assented to, 7th November, 1911.]

WHEREAS, in accordance with the provisions of the Public Works Act, 1900, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of a line of railway from Muswellbrook to Merriwa: And whereas on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of the

*Muswellbrook to Merriwa Railway.*

the said work : Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows :—

Short title.

**1.** This Act may be cited as the "Muswellbrook to Merriwa Railway Act, 1911."

Work sanctioned.

**2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the member of the Executive Council for the time being performing the duties of the said Secretary, is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

**3.** The plan of the said work is the plan marked "Muswellbrook to Merriwa Railway," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.

Cost, how to be defrayed.

**4.** The cost of carrying out the said work, estimated at two hundred and thirty-three thousand five hundred and thirty pounds, shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

Line may be constructed on road.

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

Fencing not required along the line.

**6.** Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, the Constructing Authority shall not be required or compelled, nor shall it be the duty of the said Authority, to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said Authority may, in his discretion, make and maintain such fences in connection with the said line of railway as he may think fit.

Constructing Authority may use line.

**7.** The Constructing Authority, and any persons authorised by him, may use the said line, or any part thereof, before it is transferred to the Chief Commissioner for Railways and Tramways, and, for that purpose, may run thereon any carriages or waggons propelled or drawn by any motive power.

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*Muswellbrook to Merriwa Railway.*

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## SCHEDULE.

THIS branch railway commences at the centre of Muswellbrook railway platform on the Great Northern Line, at 79 miles 73 chains 98 links from Newcastle, it proceeds south-easterly for about 13 chains parallel to and on the south-western side of that railway; thence in curving sharply it crosses Muscle Creek, a quarter of a mile beyond which the main road from Maitland is crossed, and a south-westerly and southerly direction is taken for about 9 miles, in close proximity to the main road to Denman, the Hunter River is crossed at about  $90\frac{3}{4}$  miles; thence the south-westerly direction is continued for about 6 miles to Denman, where a westerly course is taken to Goulburn River, the eastern side of which is followed northerly for about 6 miles, to its confluence with Wybong Creek, a westerly direction is then taken across that creek, and onward for about 7 miles or to a point about 2 miles beyond where it crosses Hall's Creek; thence the line turns sharply to the north-west, and ascends the right bank of that creek, and passes through Gungal, reaches and ascends the left and right banks of Worondi Creek; thence a generally westerly bearing takes it across the main road from Scone and to the north-eastern portion of the town of Merriwa, where the line ends at 131 miles from Newcastle, or thereabouts, being a total length of 51 miles 6 chains 2 links;—and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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By Authority : WILLIAM APPELGATE GULLICK, Government Printer, Sydney, 1911.

[3d.]

Muskegon to Marquette Railway

GENERAL

This line is a railway connecting the center of Muskegon with the center of Marquette. It follows the shore of Lake Michigan, and is about 100 miles long. It is a single track line, and is operated by the Michigan Central Railway Company. The line is a standard gauge line, and is operated at a speed of 40 miles per hour. The line is a very important line, and is one of the main lines of the Michigan Central Railway Company. It is a very well equipped line, and is one of the best lines in the State. It is a very important line, and is one of the main lines of the Michigan Central Railway Company. It is a very well equipped line, and is one of the best lines in the State.

GENERAL

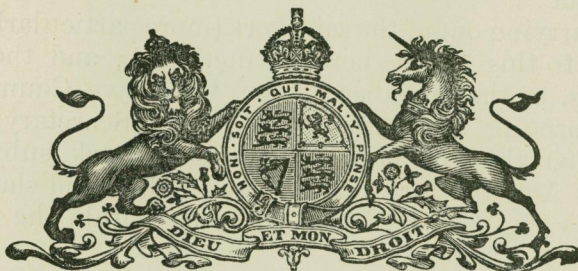
This line is a railway connecting the center of Muskegon with the center of Marquette. It follows the shore of Lake Michigan, and is about 100 miles long. It is a single track line, and is operated by the Michigan Central Railway Company. The line is a standard gauge line, and is operated at a speed of 40 miles per hour. The line is a very important line, and is one of the main lines of the Michigan Central Railway Company. It is a very well equipped line, and is one of the best lines in the State.

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*I Certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.*

*Legislative Assembly Chamber, } W. S. MOWLE,  
Sydney, 25 October, 1911. } Acting Clerk of the Legislative Assembly.*

## New South Wales.



ANNO SECUNDO

## GEORGII V REGIS.

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### Act No. 11, 1911.

An Act to sanction the construction of a line of Railway from Muswellbrook to Merriwa; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [Assented to, 7th November, 1911.]

**W**HEREAS, in accordance with the provisions of the Public Preamble. Works Act, 1900, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of a line of railway from Muswellbrook to Merriwa: And whereas on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of the

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

R. D. MEAGHER,  
*Chairman of Committees of the Legislative Assembly.*

*Muswellbrook to Merriwa Railway.*

the said work : Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows :—

Short title.

**1.** This Act may be cited as the "Muswellbrook to Merriwa Railway Act, 1911."

ork sanctioned.

**2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned ; and the Secretary for Public Works, or the member of the Executive Council for the time being performing the duties of the said Secretary, is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

**3.** The plan of the said work is the plan marked "Muswellbrook to Merriwa Railway," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.

Cost, how to be defrayed.

**4.** The cost of carrying out the said work, estimated at two hundred and thirty-three thousand five hundred and thirty pounds, shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

Line may be constructed on road.

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

Fencing not required along the line.

**6.** Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, the Constructing Authority shall not be required or compelled, nor shall it be the duty of the said Authority, to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever ; but the said Authority may, in his discretion, make and maintain such fences in connection with the said line of railway as he may think fit.

Constructing Authority may use line.

**7.** The Constructing Authority, and any persons authorised by him, may use the said line, or any part thereof, before it is transferred to the Chief Commissioner for Railways and Tramways, and, for that purpose, may run thereon any carriages or waggons propelled or drawn by any motive power.

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*Muswellbrook to Merriwa Railway.*

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## SCHEDULE.

THIS branch railway commences at the centre of Muswellbrook railway platform on the Great Northern Line, at 79 miles 73 chains 98 links from Newcastle, it proceeds south-easterly for about 13 chains parallel to and on the south-western side of that railway; thence in curving sharply it crosses Muscle Creek, a quarter of a mile beyond which the main road from Maitland is crossed, and a south-westerly and southerly direction is taken for about 9 miles, in close proximity to the main road to Denman, the Hunter River is crossed at about 90 $\frac{3}{4}$  miles; thence the south-westerly direction is continued for about 6 miles to Denman, where a westerly course is taken to Goulburn River, the eastern side of which is followed northerly for about 6 miles, to its confluence with Wybong Creek, a westerly direction is then taken across that creek, and onward for about 7 miles or to a point about 2 miles beyond where it crosses Hall's Creek; thence the line turns sharply to the north-west, and ascends the right bank of that creek, and passes through Gungal, reaches and ascends the left and right banks of Worondi Creek; thence a generally westerly bearing takes it across the main road from Scone and to the north-eastern portion of the town of Merriwa, where the line ends at 131 miles from Newcastle, or thereabouts, being a total length of 51 miles 6 chains 2 links;—and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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

*State Government House,  
Sydney, 7th November, 1911.*

W. P. CULLEN,  
*Lieutenant-Governor.*

CHAPTER

The first of these was the... the second... the third... the fourth... the fifth... the sixth... the seventh... the eighth... the ninth... the tenth... the eleventh... the twelfth... the thirteenth... the fourteenth... the fifteenth... the sixteenth... the seventeenth... the eighteenth... the nineteenth... the twentieth... the twenty-first... the twenty-second... the twenty-third... the twenty-fourth... the twenty-fifth... the twenty-sixth... the twenty-seventh... the twenty-eighth... the twenty-ninth... the thirtieth... the thirty-first... the thirty-second... the thirty-third... the thirty-fourth... the thirty-fifth... the thirty-sixth... the thirty-seventh... the thirty-eighth... the thirty-ninth... the fortieth... the forty-first... the forty-second... the forty-third... the forty-fourth... the forty-fifth... the forty-sixth... the forty-seventh... the forty-eighth... the forty-ninth... the fiftieth... the fifty-first... the fifty-second... the fifty-third... the fifty-fourth... the fifty-fifth... the fifty-sixth... the fifty-seventh... the fifty-eighth... the fifty-ninth... the sixtieth... the sixty-first... the sixty-second... the sixty-third... the sixty-fourth... the sixty-fifth... the sixty-sixth... the sixty-seventh... the sixty-eighth... the sixty-ninth... the seventieth... the seventy-first... the seventy-second... the seventy-third... the seventy-fourth... the seventy-fifth... the seventy-sixth... the seventy-seventh... the seventy-eighth... the seventy-ninth... the eightieth... the eighty-first... the eighty-second... the eighty-third... the eighty-fourth... the eighty-fifth... the eighty-sixth... the eighty-seventh... the eighty-eighth... the eighty-ninth... the ninetieth... the ninety-first... the ninety-second... the ninety-third... the ninety-fourth... the ninety-fifth... the ninety-sixth... the ninety-seventh... the ninety-eighth... the ninety-ninth... the hundredth.

THE HISTORY OF THE REIGN OF KING CHARLES THE FIRST

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

*Legislative Assembly Chamber, } W. S. MOWLE,  
Sydney, 5 October, 1911. } Acting Clerk of the Legislative Assembly.*

## New South Wales.



ANNO SECUNDO

GEORGII V REGIS.

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Act No. , 1911.

An Act to sanction the construction of a line of Railway from Muswellbrook to Merriwa; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto.

**W**HEREAS, in accordance with the provisions of the Public Preamble.  
Works Act, 1900, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of a line of railway from Muswellbrook to Merriwa:  
5 And whereas on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of  
the

*Muswellbrook to Merriwa Railway.*

the said work : Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows :—

- 5 **1.** This Act may be cited as the "Muswellbrook to Merriwa Short title.  
Railway Act, 1911."
- 2.** The carrying out of the said work (more particularly described Work sanctioned.  
in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the member of the Executive Council for the  
10 time being performing the duties of the said Secretary, is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900.
- 15 **3.** The plan of the said work is the plan marked "Muswellbrook Plan of work.  
to Merriwa Railway," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.
- 4.** The cost of carrying out the said work, estimated at two Cost, how to be  
defrayed.  
20 hundred and thirty-three thousand five hundred and thirty pounds, shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.
- 5.** The said line of railway may be constructed on or along Or  
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- 7.** The Constructing Authority, and any persons authorised by Constructing  
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10 the eastern side of which is followed northerly for about 6 miles, to its confluence with Wybong Creek, a westerly direction is then taken across that creek, and onward for about 7 miles or to a point about 2 miles beyond where it crosses Hall's Creek ; thence the line turns sharply to the north-west, and ascends the right bank of that creek, and passes through Gungal, reaches and ascends the left and right banks of Worondi Creek ;  
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