

Guyra to Dorrigo Railway Act 1928 No 15

[1928-15]



New South Wales

Status Information

Currency of version

Repealed version for 16 June 1928 to 7 July 2011 (accessed 23 November 2024 at 9:26)

Legislation on this site is usually updated within 3 working days after a change to the legislation.

Provisions in force

The provisions displayed in this version of the legislation have all commenced.

Notes—

- **Repeal**

The Act was repealed by Sch 4 to the [Statute Law \(Miscellaneous Provisions\) Act 2011 No 27](#) with effect from 8.7.2011.

Authorisation

This version of the legislation is compiled and maintained in a database of legislation by the Parliamentary Counsel's Office and published on the NSW legislation website, and is certified as the form of that legislation that is correct under section 45C of the [Interpretation Act 1987](#).

File last modified 8 July 2011

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Guyra to Dorrigo Railway Act 1928 No 15



New South Wales

An Act to sanction the construction of a line of railway from Guyra to Dorrigo; to amend the [Public Works Act 1912](#); and for purposes connected therewith.

1 Name of Act

This Act may be cited as the [Guyra to Dorrigo Railway Act 1928](#).

2 Work sanctioned

The carrying out of the work described in the Schedule to this Act is hereby sanctioned.

3 The plan

The plan of the said work is the plan marked "N.S.W. Railways, Guyra to Dorrigo, Schedule Plan", signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Railway Commissioners.

4 Cost

The cost of carrying out the said work (exclusive of land resumptions) is estimated at one million nine hundred and forty thousand four hundred and forty pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum.

5 Line may be constructed on road

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

6 Fencing

Notwithstanding the provisions of section ninety-one of the [Public Works Act 1912](#), the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said Authority may, in its discretion, make and maintain such fences in connection with the said line of railway as it may think fit.

Schedule

THIS railway commences on the existing Great Northern Railway at 288 miles from Newcastle about 2 miles north of Guyra Railway Station, thence it proceeds in a generally easterly direction to 323 miles, passing about 1 mile south of the village of Falconer at 292 miles; from about 300 to 323 miles it follows the ridge dividing the waters of the Aberfoyle River on the north from the waters of the Chandler River on the south; the line then proceeds south-easterly to 341 miles and skirts the north-eastern end of Doughboy Range, and the head of Guy Fawkes Station is passed about 2½ miles on the south; from 354 to 368 miles by the free use of curvature the head of Little Murray River is reached, the village of Deer Vale being passed on the south at about 363 miles; thence the north-easterly direction is resumed to the township of Dorrigo, where the line ends at 377 miles from Newcastle and junctions with the existing line from Glenreagh at about 70 miles from South Grafton being a total distance of 89 miles and is subject to such deviations and modifications as may be considered desirable by the Constructing Authority.