

# New South Wales.



ANNO UNDEVICESIMO

## GEORGII V REGIS.

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### Act No. 15, 1928.

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. [Assented to, 16th June, 1928.]

**B**E it 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:—

**1.** This Act may be cited as the "Guyra to Dorrigo Short title.  
Railway Act, 1928."

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

**3.** The plan of the said work is the plan marked The plan.  
"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.**

*Guyra to Dorrigo Railway.*

Cost.

4. 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.

Line may be constructed on road.

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

Fencing.

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

## 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  $2\frac{1}{2}$  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.

By Authority:

ALFRED JAMES KENT, Government Printer, Sydney, 1928.

[3d.]

*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.*

S. G. BOYDELL,  
*Clerk of the Legislative Assembly.*  
*Legislative Assembly Chamber,*  
*Sydney, 1 June, 1928.*

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Act No. 15, 1928.

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. [Assented to, 16th June, 1928.]

**B**E it 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:—

**1.** This Act may be cited as the "Guyra to Dorrigo Short title. Railway Act, 1928."

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

**3.**

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

R. B. WALKER,  
*Chairman of Committees of the Legislative Assembly.*

*Guyra to Dorrigo Railway.*

- The plan. **3.** 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.
- Cost. **4.** 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.
- Line may be constructed on road.  
Fencing. **5.** The said line of railway may be constructed on or along or by the side of any road or highway.
- 6.** Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said Authority may, in its discretion, make and maintain such fences in connection with the said line of railway as it may think fit.

## 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  $2\frac{1}{2}$  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.

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

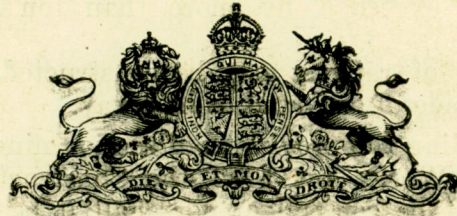
D. R. S. DE CHAIR,  
Governor.

Government House,  
Sydney, 16th June, 1928.

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.

S. G. BOYDELL,  
Clerk of the Legislative Assembly.  
Legislative Assembly Chamber,  
Sydney, 1 June, 1928, A.M.

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BE it 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:—

1. This Act may be cited as the "Guyra to Dorrigo Short title. Railway Act, 1928."

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

*Guyra to Dorrigo Railway.*

**3.** The plan of the said work is the plan marked The plan.  
 "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  
**5** Railway and Tramway Construction, and deposited in  
 the public office of the said Railway Commissioners.

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

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

**15 6.** Notwithstanding the provisions of section ninety- Fencing.  
 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 accommoda-  
**20** tion 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  
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 Chandler River on the south; the line then proceeds south-easterly to  
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 377 miles from Newcastle and junctions with the existing line from  
 Glenreagh at about 70 miles from South Grafton being a total  
**40** distance of 89 miles and is subject to such deviations and modifications  
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