

WESTERN AUSTRALIA

ANNO QUINQUAGESIMO PRIMO

VICTORIÆ REGINÆ

No. 30

An Act to confirm the Beverley-Albany Railway Contract,
and the Assignment thereof to the West Australian
Land Company, Limited; and to define exactly the
Line of the said Railway.

[Assented to 19th April, 1888.]

WHEREAS by 'The Beverley-Albany Railway Act, 1884' being Preamble
an Act of the Legislative Council of this Colony No. 21 of the
48th year of the reign of Her Majesty the Queen power was given to

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the Governor acting on behalf of the Colony to enter into a Contract for the construction management and working of a Railway from Beverley to Albany and to do all things necessary and proper in that behalf;

And whereas in pursuance of the said power a Contract bearing date the twenty-fifth day of October 1884 was duly made and executed by and between Sir Frederick Napier Broome Knight Commander of the Most Distinguished Order of Saint Michael and Saint George Governor and Commander-in-Chief in and over the territory of Western Australia and its Dependencies &c. &c. &c. acting for and on behalf of the Government and Colony of Western Australia therein called 'the Government' of the one part and Anthony Hordern Esquire therein called 'the Contractor' of the other part for the construction management and working of a line of Railway from Beverley to Albany proceeding in the direction shown upon a certain map or plan or within certain limits of deviation therefrom upon the terms and conditions in the said Contract specified and agreed upon;

And whereas by one of the terms and conditions of the said Contract power was given to the Contractor to assign all or any of the powers rights and privileges thereby conferred upon him to a Syndicate or Company or other persons and it was provided that the Government of the Colony should have the same rights and remedies against such Syndicate Company or other persons and that such Syndicate Company or other persons should have the same rights and remedies against the Government as they would respectively have had if such Syndicate Company or other persons instead of the Contractor had been parties to the said Contract and that the said Contract should be in such case as far as necessary read and construed as if the words the Syndicate Company or other persons (meaning thereby such Syndicate Company or other persons as aforesaid) according as the case might require were substituted in the said Contract for the words 'the Contractor.' Provided always that whenever any such assignment as aforesaid should be made notice in writing thereof should be forthwith given to the Government by the Syndicate Company or other persons to whom the said powers rights and privileges should have been assigned as aforesaid; And it was further provided by the said Contract that the assigns of the Contractor should for all purposes stand in the place of the assignor;

And whereas a Joint Stock Company under the name of the West Australian Land Company Limited has been formed and incorporated in England under the Companies Acts 1862 to 1883 of the Imperial Parliament for the objects amongst others of acquiring on such terms as might be arranged the benefit of the said Contract dated the twenty-fifth day of October 1884 made pursuant to 'The Beverley-Albany Railway Act, 1884' as aforesaid and to undertake the obligations imposed on the Contractor by that Contract and to carry such contract into effect (with or without modification as might be arranged); And a memorandum and Articles of Association of the said West Australian Land Company Limited were duly registered with the Registrar of Joint Stock Companies in England on the eighteenth day of April 1885;

And whereas by a Deed of Assignment dated the thirtieth day

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of June 1885 and made between the Contractor of the one part and the said West Australian Land Company Limited of the other part in pursuance of a preliminary agreement in that behalf dated the twenty-first day of May 1885 and made between the said Contractor and the said Company the Contractor for the considerations therein expressed did thereby assign to the said Company the benefit of the said Contract made between the Governor of the Colony and the Contractor and all the powers rights and privileges conferred upon the Contractor thereby to hold unto the said Company and their assigns absolutely ;

And whereas due notice in writing of the said assignment was forthwith given to the Government of the Colony by the said Company ;

And whereas it is expedient that the said contract between the Government of Western Australia and the said Contractor and the said assignment thereof to the said Company should be confirmed by Statute ;

And whereas since the making of the said Contract of the twenty-fifth day of October 1884 between the Government and the Contractor an accurate Survey has been made of the lands between Beverley and Albany through and over which the said line of Railway proceeds and it is expedient that the direction of the said line should be more exactly defined and set forth than in the said map or plan as aforesaid for the purpose of enabling the Contractor to exercise all the rights of entry upon and taking of lands reserved and granted to the Contractor by the said Beverley and Albany Railway Act 1884 the hereinbefore recited Contract and 'The Railways Act, 1878' 'The Railways Amendment Act, 1879' and 'The Railways Amendment Act, 1882' :

Be it therefore enacted by His Excellency the Governor of Western Australia and its Dependencies by and with the advice and consent of the Legislative Council thereof as follows :—

1. The Contract bearing date the twenty-fifth day of October 1884 and made between the Government and Colony of Western Australia of the one part and Anthony Hordern Esquire of the other part and the assignment bearing date the thirtieth day of June 1885 whereby the said Anthony Hordern did assign to the West Australian Land Company Limited and their assigns absolutely the benefit of the said Contract and all the powers rights and privileges conferred upon the said Anthony Hordern thereby are and each of them is hereby confirmed.

Confirmation of
Assignment of
the Hordern Con-
tract to the West
Australian Land
Company
Limited

2. All the powers rights and privileges conferred upon the said Anthony Hordern by the said Contract and all lands moneys and other benefits which by the said Contract are or ought to be granted paid to or conferred upon the said Anthony Hordern by reason of the said Contract shall be granted paid to or conferred upon and shall vest in and become the sole property of the said Company and the Government of Western Australia shall have the same rights and remedies against the said Company and the said Company shall have the same rights and remedies against the Government as they would each respectively have had if the said Company instead of the said Anthony Hordern had been a party to the said Contract and the said

Benefits of Con-
tract vested in
Company

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Contract shall be so far as is necessary read and construed as if the said West Australian Land Company Limited were substituted in the said Contract for the said Anthony Hordern the Contractor. Provided always that the said Company shall in all things perform carry out and complete the said Contract and perform all the duties and obligations and be liable to all the liabilities conditions and restrictions imposed upon the said Anthony Hordern by the said Contract and by 'The Beverley-Albany Railway Act, 1884' and shall carry such Contract into complete effect according to the true intent and meaning thereof.

Power to construct a railway on the land defined in the Schedule

3. It shall be lawful to construct and maintain the said railway from Beverley to Albany with all necessary and sufficient works as provided for in the said Contract in the line and upon the lands described in the Schedule to this Act and the said Contract shall be read and construed so far as is necessary and consistent with the context as if the description of the line of railway in the Schedule hereto had been inserted in a Schedule to 'The Beverley-Albany Railway Act, 1884' and in a Schedule to the said Contract.

F. NAPIER BROOME,
GOVERNOR.

SCHEDULE

DESCRIPTION OF LINE OF RAILWAY

The Albany-Beverley Railway commences at a point on the end of a jetty or pier near Albany, within Princess Royal Harbour, as defined by Section 13 of the 'Hordern Contract'; thence along the jetty by a straight line bearing $10^{\circ} 30'$ for 1,795l.; thence by a curve to the left of 9c. radius for 1,100l.; thence by a straight line bearing $300^{\circ} 30'$ for 2,967l.; and thence by a curve to the left of 80c. radius for 1,427l.; thence by a straight line bearing $290^{\circ} 45'$ for 1,298l., and by a curve to the right of 40c. radius for 1,473l., opposite the South end of Mount Street at 1m. 898l.; thence by a straight line bearing $311^{\circ} 51'$ for 382l., crossing the South end of Osnaburg Street at 1m. 2,498l., and by a curve to the left of 30c. radius for 1,364l.; thence by a straight line bearing $285^{\circ} 50'$ for 856l., crossing Spencer Street at 1m. 39c. 28l., and by a curve to the left of 30c. radius for 1,321l., crossing the South end of York Street at 1m. 53c. 91l.; thence by a straight line bearing $260^{\circ} 36'$ for 462l., and by a curve to the left of 60c. radius for 600l.; thence by a straight line bearing $254^{\circ} 52'$ for 350l., crossing Parade Street at 1m. 72c. 08l., and by a curve to the right of 15c. radius for 949l., crossing Gairdner Street at 1m. 79c. 18l.; thence by a straight line bearing $291^{\circ} 22'$ for 1,064l., crossing Melville Street at 2m. 6c. 58l., and by a curve to the right of 50c. radius for 708l.; thence by a straight line bearing $300^{\circ} 37'$ for 462l., and by a curve to the left of 15c. radius for 1,235l., crossing Bay Street at 2m. 26c. 98l.; thence by a straight line bearing $253^{\circ} 27'$ for 31., and by a curve to the right of 15c. radius for 1,107l.; thence by a straight line bearing $296^{\circ} 27'$ for 1,045l., and by a curve to the right of 40c. radius for 1,397l.; thence by a straight line bearing $313^{\circ} 28'$ for 2,942l., crossing the Albany Township boundary into Location 2 at 3m. 7c. 36l. In the Township of Albany the Railway enters the following fee simple and other lands:—496 A, D 1, D 2, 497 A, Sub. 70, E 1, E 5, E 4, E 2; 165, 166, 167, 168, 169; B 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 80, 81, 82, 83, 84,

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85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99; 500 A. On leaving the Township the Railway proceeds from the line last described by the following curves and tangents:—

STRAIGHTS		CURVES			DESCRIPTIVE REMARKS
Lengths	Bearing	Direction	Radius	Length	
c. l.	Deg. Min.		Chains	c. l.	
...	...	Left	40	28 19	
33 31	273 5	Right	50	8 96	Enters Loc. 234 at 3m. 79c. 69l.
5 31	283 21	Do.	15	7 55	
0 17	312 11	Left	20	10 72	Enters Loc. 33 at 4m. 28c. 31l.
51 10	281 28	Right	60	10 78	
28 39	291 46	Left	50	26 57	
75 98	261 19	Do.	50	10 56	
9 44	249 12	Right	30	11 30	
81 83	270 47	Do.	60	5 16	
8 70	275 44	Left	50	9 20	
65 30	265 10	Right	60	9 83	
30 90	274 34	Do.	20	16 76	
7 08	322 33	Left	40	8 59	
14 93	310 15	Right	50	19 61	
41 41	332 40	Left	80	5 11	
54 72	329 3	Right	30	32 60	Enters Loc. 150 at 11m. 3631l.
88 56	31 19	Left	30	13 85	Crosses Marbelup Road at 12m. 3631l.
30 38	4 52	Do.	40	17 27	
32 70	340 8	Right	60	15 53	
45 28	354 58	Left	60	9 62	
13 60	345 47	Do.	40	9 58	
52 62	332 4	Right	80	8 06	
22 66	337 51	Left	57. 28	12 88	
32 41	325 1	Right	15	12 48	
22 38	12 41	Left	30	32 94	
75 03	309 42	Right	40	21 60	
59 77	340 33	Do.	40	11 84	
295 55	357 31	Left	80	5 84	
73 42	353 30	Right	60	8 74	
99 84	1 14	Do.	30	19 11	
71 84	38 9	Left	60	25 34	Crosses Hay River Road 27m. 7367l.
42 93	13 57	Do.	50	21 20	
33 54	349 40	Do.	40	20 35	
15 26	320 21	Right	40	18 32	
166 77	346 45	Left	40	29 62	
78 18	304 19	Right	40	32 18	
47 20	350 25	Do.	20	17 98	
6 41	42 5	Left	20	21 84	
5 65	339 30	Right	30	12 09	
71 05	2 36	Left	40	24 02	
3 29	328 11	Right	30	18 83	
3 80	4 9	Do.	40	15 69	
22 55	26 37	Do.	40	9 65	
2 51	40 26	Left	30	15 32	Enters Loc. 224 at 37m. 1649l.
3 83	11 10	Right	30	13 04	Enters Reserve 599A at 37m. 3389l.
2 01	36 4	Left	20	13 97	Crosses the Perth-Albany Road at 37m. 3719l.
10 56	356 1	Do.	40	15 79	
0 18	333 24	Do.	40	4 26	
8 11	327 18	Right	60	4 83	
6 85	331 55	Left	50	6 85	
6 90	324 4	Right	20	8 55	
12 92	343 34	Left	80	20 08	

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STRAIGHTS		CURVES			DESCRIPTIVE REMARKS
Lengths	Bearing	Direction	Radius	Length	
c. l.	Deg. Min.		Chains	c. l.	
11 50	334 9	Right	80	7 28	{ Crosses the Perth-Albany Road at 39m. 1174l.
2 07	339 22	Left	80	6 03	
17 01	335 3	Right	20	12 94	
3 76	12 10	Do.	20	12 94	Enters Reserve at 39m. 7172l.
53 27	49 16	Left	30	14 42	{ Crosses the Perth-Albany Road at 39m. 7470l.
105 51	21 6	Right	40	19 37	
55 39	48 51	Left	40	9 95	Enters Loc. 275 at 39m. 7927l.
18 89	34 35	Do.	20	18 55	Enters $\frac{1}{14}$ at 40m. 1677l.
6 56	341 27	Right	20	14 38	Enters $\frac{3}{12}$ at 40m. 5382l.
0 95	22 38	Left	40	25 70	
214 90	345 51	Do.	50	13 13	
21 96	330 48	Right	20	8 34	Enters Loc. 12 at 47m. 3100l.
14 13	354 42	Left	40	13 77	Crosses the Kalgan River at 47m. 5470l.
1 95	334 57	Do.	30	15 91	
7 48	304 33	Right	25	10 25	
1 45	328 3	Left	20	10 22	Enters Loc. 27 at 43m. 4030l.
14 11	298 46	Left	20	10 35	
6 89	269 6	Right	20	12 44	
6 16	304 45	Left	20	17 14	
15 23	255 38	Right	30	13 46	
14 04	281 21	Do.	20	16 08	
3 59	327 25	Do.	40	23 94	
4 54	1 43	Left	30	35 16	
59 42	294 33	Right	20	23 09	
53 02	0 42	Left	40	14 38	
244 98	340 6	Do.	40	24 05	
75 73	305 39	Right	30	17 64	
51 79	339 21	Left	40	23 12	
10 51	306 12	Right	60	36 02	
31 80	340 40	Do.	50	9 67	
110 96	351 41	Left	40	19 31	
35 76	324 1	Do.	30	17 22	
22 25	291 7	Right	30	15 29	
19 58	320 19	Do.	50	9 44	
62 15	331 8	Do.	30	12 42	Enters Loc. 166 at 62m. 4333l.
76 54	354 52	Left	30	15 81	Enters Reserve 636 at 62m. 5964l.
27 83	324 40	Right	50	17 33	
26 48	344 32	Do.	30	30 24	
164 38	42 18	Do.	40	16 09	
53 14	65 21	Left	50	8 26	
250 15	55 53	Right	40	21 10	
50 46	86 7	Left	30	26 18	
9 84	36 7	Do.	30	17 37	
17 07	2 56	Right	40	16 65	
181 48	26 47	Do.	50	7 91	Enters Loc. 169 at 74m. 1208l.
75 06	35 51	Left	40	33 01	
114 03	348 38	Right	50	16 01	
439 77	6 59	Left	30	10 16	
67 51	347 34	Do.	30	19 42	
125 81	310 28	Right	50	14 11	
87 35	326 38	Do.	50	12 27	
199 15	340 42	Do.	50	41 80	

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DESCRIPTION OF LINE OF RAILWAY—*continued*

STRAIGHTS		CURVES			DESCRIPTIVE REMARKS
Lengths	Bearing	Direction	Radius	Length	
c. L.	Deg. Min.		Chains	c. L.	
159 88	28 36	Left	50	29 51	
128 57	354 47	Right	40	17 53	
11 58	17 55	Left	40	10 71	
62 79	4 34	Right	20	12 23	
25 13	39 36	Left	30	22 26	
29 00	357 5	Right	20	11 11	
86 97	28 55	Left	50	24 87	
52 20	0 25	Do.	30	17 99	
30 85	326 2	Do.	15	10 01	
8 06	287 48	Right	15	10 25	
26 83	326 57	Do.	20	17 07	
3 26	15 53	Do.	60	10 56	
29 90	5 47	Left	40	10 26	
37 99	351 5	Do.	30	9 76	
32 64	332 26	Do.	30	18 59	
15 12	296 56	Right	30	11 36	
15 17	318 38	Do.	30	13 55	
8 70	344 31	Do.	40	16 44	
32 02	8 5	Left	20	15 47	
41 61	323 45	Right	20	17 15	
22 39	13 53	Left	15	17 73	
57 15	306 10	Right	20	23 77	
30 68	14 16	Left	20	17 89	Crosses Carbarup Creek 108m. 40851.
77 08	323 1	Right	50	13 86	
132 28	339 1	Left	50	9 52	
144 99	328 6	Do.	50	15 20	
62 99	310 46	Right	60	18 92	Enters Loc. 138 at 114m. 41131.
16 48	328 50	Do.	40	29 53	
8 59	11 8	Left	50	48 52	
31 63	315 32	Right	30	13 30	
1 77	340 56	Left	30	27 26	
11 90	268 52	Right	40	21 07	
1 62	319 3	Do.	40	17 63	
54 91	344 19	Left	30	22 92	
14 30	300 32	Right	50	16 14	
12 60	319 2	Do.	20	17 38	Enters Loc. 238 at 120m. 8031.
4 84	8 50	Left	40	11 15	Enters Loc. 218 at 120m. 35831.
10 48	352 52	Do.	20	8 84	
1 82	327 33	Right	15	15 22	Enters Loc. 225 at 120m. 66191.
9 65	25 14	Left	20	22 89	Enters Loc. 136 at 120m. 71471.
13 99	319 39	Right	20	14 89	
41 89	2 18	Do.	30	10 75	
36 71	10 32	Left	40	28 35	
9 90	329 55	Do.	40	38 26	
104 69	275 7	Right	40	23 35	
28 13	308 30	Left	30	13 98	
156 77	298 29	Right	40	26 16	
32 31	323 28	Do.	40	11 93	Enters Loc. S 55 at 128m. 42811.
9 16	340 31	Do.	60	16 85	
52 98	356 36	Left	40	15 21	
48 72	334 49	Right	40	21 58	
17 18	5 44	Do.	40	24 37	Enters Loc. 144 at 130m. 69931.
28 71	40 39	Left	30	23 27	Enters Loc. 158 at 131m. 65381.
55 00	356 13	Do.	30	27 78	

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STRAIGHTS		CURVES			DESCRIPTIVE REMARKS
Lengths	Bearing	Direction	Radius	Length	
c. l.	Deg. Min.		Chains	c. l.	
27 26	336 19	Left	40	27 31	
18 60	297 12	Right	80	8 70	
11 06	303 26	Left	50	5 23	
5 06	297 26	Right	30	19 84	Enters Reserve 338A at 134m. 34531.
14 99	335 20	Do.	80	7 44	Enters Loc. 79 at 134m. 46081.
326 11	340 40	Do.	80	22 66	
8 22	356 56	Left	30	15 74	
62 05	326 52	Right	50	4 80	
36 02	330 18	Do.	60	21 57	
32 11	350 54	Left	30	22 21	
34 06	308 27	Right	50	33 86	
3 35	347 15	Do.	40	22 45	
26 52	19 25	Left	50	10 94	
34 25	6 53	Do.	40	20 36	
45 63	337 43	Right	50	9 26	
7 30	348 20	Left	40	18 66	
6 28	321 36	Right	30	24 97	
7 99	9 18	Left	50	17 21	
10 29	349 35	Right	40	16 20	
17 38	12 47	Left	25	17 18	
1 22	333 24	Right	30	24 77	
29 26	20 43	Left	30	28 33	
7 41	326 36	Right	80	12 96	
101 49	335 53	Do.	60	26 93	
6 36	1 36	Left	50	15 21	
12 62	344 10	Right	50	13 28	
39 76	359 23	Do.	40	25 56	
48 53	36 0	Left	20	36 93	
15 46	290 12	Right	30	18 59	
34 33	325 42	Left	80	6 74	
14 98	320 52	Right	20	26 45	
13 06	36 38	Left	30	18 58	
8 61	1 8	Right	30	14 38	
4 63	28 36	Left	25	18 33	
46 27	346 36	Do.	60	39 22	
89 38	309 25	Do.	50	37 40	Crosses Buchanan River 156m. 24961.
22 40	266 31	Right	50	19 28	
35 59	288 37	Do.	40	33 92	
4 35	337 12	Do.	50	25 68	
52 62	6 38	Do.	50	13 05	
64 47	21 36	Left	50	56 48	
11 46	316 53	Do.	60	17 65	
49 05	300 1	Right	60	35 68	
85 60	334 5	Do.	50	25 73	
189 69	3 34	Left	50	28 71	Crosses Arthur River 164m. 27c. 381.
201 59	330 47	Right	80	25 30	
5 08	348 55	Do.	50	20 00	
69 58	11 50	Left	40	36 65	
92 71	319 20	Right	80	24 79	
85 34	337 5	Left	60	14 17	
118 28	323 33	Right	80	7 89	
47 31	329 12	Do.	16	16 22	
6 63	27 19	Left	16	24 99	
5 44	297 49	Right	16	14 82	
25 14	351 15	Do.	80	4 42	

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STRAIGHTS		CURVES			DESCRIPTIVE REMARKS
Lengths	Bearing	Direction	Radius	Length	
c. L.	Deg. Min.		Chains	c. L.	
14 18	354 24	Right	80	11 70	
10 31	2 47	Left	50	17 07	
2 22	343 13	Do.	50	10 83	
28 76	330 48	Do.	60	13 75	
16 73	318 17	Right	30	14 72	
53 78	346 25	Do.	40	9 24	Enters Loc. 177, 179m. 2c. 68l.
55 05	359 39	Left	40	11 87	Enters S.O.L. $\frac{7}{176}$ 179m. 61c. 98l.
11 55	342 39	Right	20	7 24	Enters Loc. 153, 180m. 11c. 83l.
7 55	3 23	Left	20	12 61	
11 20	327 16	Right	20	13 82	
4 14	651 30	Left	16	23 25	
6 84	283 35	Right	16	25 26	
23 18	13 11	Left	16	23 07	
1 64	290 33	Right	15	16 58	
2 38	352 11	Left	15	15 11	
2 08	294 27	Right	15	22 62	
3 89	20 58	Do.	16	4 88	
41 19	38 22	Left	30	26 18	
22 47	348 22	Do.	40	10 23	
17 55	333 43	Right	25	33 25	
13 50	49 56	Do.	30	5 12	
8 33	59 43	Left	16	15 38	Enters Loc. 139, 185m. 72c. 37l.
8 13	4 35	Right	20	14 27	Enters Loc. 14, 186m. 13c. 27l.
0 61	45 20	Left	20	16 04	
7 13	359 27	Right	25	21 61	
20 11	48 59	Left	20	26 57	
3 16	332 51	Right	18	15 06	
11 20	20 39	Left	40	30 28	
45 44	337 17	Right	50	29 38	
41 89	10 57	Do.	60	12 77	
34 30	23 9	Left	40	19 32	
19 89	355 28	Do.	60	20 26	
108 60	336 14	Do.	60	18 38	
18 30	318 41	Right	50	24 35	
44 19	346 35	Do.	60	15 67	
34 53	1 33	Left	40	34 51	
63 44	312 8	Right	40	33 30	
67 22	359 50	Left	50	24 01	
56 92	332 19	Do.	30	19 17	
18 52	318 35	Right	30	15 24	
33 37	329 30	Do.	40	25 01	
22 52	5 20	Left	40	18 94	
32 14	338 11	Right	30	14 31	
3 72	5 31	Do.	30	14 22	
13 12	32 41	Left	60	12 41	
37 25	20 50	Do.	30	31 67	
14 53	358 9	Do.	30	33 29	
90 94	294 32	Right	30	23 58	
12 17	339 34	Left	50	21 89	Crosses Hotham River, 204m. 78c. 98l.
96 17	314 31	Right	40	20 85	
21 96	344 23	Do.	30	23 66	
38 08	1 20	Do.	30	5 72	
22 12	5 26	Left	30	15 39	
4 55	354 25	Right	40	29 09	
56 28	36 5	Left	30	36 38	

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STRAIGHTS		CURVES			DESCRIPTIVE REMARKS
Lengths	Bearing	Direction	Radius	Length	
c. l.	Deg. Min.		Chains	c. l.	
14 96	326 37	Right	40	13 61	
33 88	346 7	Left	80	12 89	
33 65	336 53	Right	100	8 56	
98 61	341 57	Left	50	24 63	
55 37	313 34	Right	60	15 99	
123 11	328 52	Do.	30	14 62	Enters Loc. 1555, 241m. 50c. 331.
62 82	356 48	Do.	80	13 22	
30 63	6 16	Left	40	17 74	
22 11	340 51	Right	80	11 52	
19 50	349 6	Left	50	10 27	
76 04	337 20	Right	80	20 25	
73 74	351 50	Left	80	32 37	
42 67	328 39	Right	100	14 25	
37 50	336 52	Do.	100	7 91	
60 39	341 24	Left	100	18 58	
149 22	330 46	Right	100	5 67	Enters Loc. 711, 223m. 77c. 081.
78 95	334 1	Left	40	15 17	
10 02	312 18	Right	30	23 35	
142 66	356 54	Do.	60	32 76	Enters S 1128, 228m. 6c. 931.
58 72	28 1	Left	40	14 97	
12 05	6 35	Right	100	9 07	
25 55	11 57	Left	80	37 12	
331 68	245 22	Do.	50	25 97	Enters Loc. 658, 232m. 43c. 631.
52 44	315 37	Right	40	26 41	Enters Loc. D, 233m. 62c. 161.
30 85	353 26	Left	60	21 32	Enters Loc. 1559.
35 18	333 5	Right	30	19 58	Enters Loc. 483.
13 30	10 29	Left	60	32 55	Crosses Beverley Road, 237m. 3c.
8 38	339 26	Right	80	13 51	
36 10	354 55	Left	40	28 36	
99 33	314 17	Right	80	26 07	Enters Reserve 231A, 239m. 20c. 311.
24 00	332 57	Do.	100	36 29	{ Enters Loc. 60, 240m. 40c. 081.; enters Loc. 1179, 241m. 3c. 731.; enters Loc. 1178, 241m. 6c. 981.
31 87	353 45	Do.	100	15 10	{ Enters Loc. 422, 241m. 34c. 481.; enters Loc. 324, 241m. 54c. 981.
27 57	2 24	Left	80	41 29	{ Enters 1217 subdivided, 241m. 71c. 231.; crosses Hunt Road, 241m. 78c.
8 28	332 50	Junction with the Eastern Railway.

All Bearings true North.

The Railway enters the Beverley Township Boundary at 241m. 79c. 131., crosses Taylor Street at 242m. 38c. 001., and enters S 19 at 242m. 38c. 181.; terminating by a line bearing 332° 50', and joining the York-Beverley Branch of the Eastern Railway at the terminus thereof—being a total length of 242m. 55c. 701.