

WESTERN AUSTRALIA

ANNO QUINQUAGESIMO PRIMO

VICTORIÆ REGINÆ

No. 4

An Act to authorise the Construction of the Bunbury
Railway. *[Assented to 22nd July, 1887.]*

WHEREAS it is expedient to authorise the construction and Preamble
maintenance of a line of Railway from Bunbury: Be it
enacted by His Excellency the Governor of Western Australia and its

The Bunbury Railway Act, 1887

Dependencies, by and with the advice and consent of the Legislative Council thereof, as follows:—

Short title

1. This Act may be cited as 'The Bunbury Railway Act, 1887.'

Power to construct Railway from Bunbury

2. It shall be lawful to construct and maintain a Railway from Bunbury, with all necessary, proper, and usual works and conveniences in connection therewith, in the line and upon the lands described in the Schedule to this Act.

F. NAPIER BROOME,
GOVERNOR.

SCHEDULE

THE BUNBURY RAILWAY

Description of Line of Railway

The Bunbury Railway commences at the shore end of the Jetty in Bunbury, and starts thence by a straight line along the centre of Henry Street, bearing 233° 8' for 8c. 63l., crossing Victoria and Roe Streets and Allotment ^{broad arrow} 327 M.P. and terminating in Allotment 310; thence to the left by a curve of 10c. rad. (the chord of which bears 208° 14' for 8c. 42l.), crossing Allotments 310, 311, 312, 313, 314, 315, and Carey Street, and terminating in Wittenoom Street at Om. 17c. 32l.; thence by a straight line along the centre of Wittenoom Street, bearing 183° 20' for 24c. 89l., crossing Clifton Street, Symmons Street, and Wellington Street, and terminating at Om. 42c. 21l.; thence to the left by a curve of 12c. rad. (the chord of which bears 175° 54' for 3c. 10l.), crossing Prinsep Street and entering Allotment ^{broad arrow} 297 B.O. (proposed station site), and terminating at Om. 45c. 32l.; thence by a straight line bearing 168° 29' for 6c. 1l., crossing proposed station site, Stephen Street, and terminating in Crown Land Allotment 228; thence to the left by a curve of 10c. rad. (the chord of which bears 131° 12' for 12c. 11l.), crossing Allotments 227, 323, 225, Stirling Street, and the South boundary of the Town of Bunbury, and terminating in Loc. 26 at Om. 64c. 34l.; thence by a straight line bearing 93° 56' for 5c. 67l., crossing the Vasse Road, and terminating in said Loc. 26 at Om. 70c. 1l.; thence to the right by a curve of 12c. rad. (the chord of which bears 125° 1' for 12c. 39l.), and terminating in said Loc. 26 at 1m. 3c. 3l.; thence by a straight line bearing 156° 6' for 53c. 28l., crossing a salt water creek at 1m. 3c. 50l., and a road at 1m. 49c. 50l., and terminating in said Loc. 26 at 1m. 56c. 31l.; thence to the left by a curve of 40c. rad. (the chord of which bears 143° 9' for 17c. 93l.), and terminating in said Loc. 26 at 1m. 74c. 39l.; thence by a straight line bearing 130° 12' for 1m. 6c. 71l., crossing the Dardanup Road at 1m. 49c., and then passing through Government Reserve ^{broad arrow} 295 and Loc. 296, and terminating in Loc. 29 at 3m. 1c. 10l.; thence to the left by a curve of 100c. rad. (the chord of which bears 125° 7' for 17c. 72l.), terminating in Loc. 30 at 3m. 18c. 84l.; thence by a straight line bearing 120° 2' for 10c. 12l., terminating in said Loc. 30 at 3m. 28c. 96l.; thence to the right by a curve of 40c. rad. (the chord of which bears 129° 14' for 12c. 79l.), terminating in ^{broad arrow} Bunbury Commonage, at 3m. 41c. 81l.; thence by a straight line bearing 138° 26' for 6c. 26l., terminating in boundary line of Loc. 436; thence to the left by a curve of 20c. rad. (the chord of which bears 98° 26' for 25c. 71l.), passing through Loc. 436, re-entering Bunbury Commonage, crossing Ti Tree Swamp at 3m. 58c., and the old road to Blackwood at 3m. 62c., and then crossing Loc. 382, and terminating in Loc. 332 at 3m. 75c. 99l.; thence by a straight line bearing 53° 27' for 15c. 19l., passing through Loc. 120, and crossing the Preston River at 4m. 8c. 50l.,

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and terminating in Loc. 15 at 4m. 11c. 18l. ; thence to the right by a curve of 20c. rad. (the chord of which bears $79^{\circ} 12'$ for 14c. 17l.), crossing Loc. 11, and terminating in Loc. 38 at 4m. 20c. 67l. ; thence by a straight line bearing $99^{\circ} 57'$ for 15c. 27l., passing through Loc. 38, and terminating in Loc. 16 at 4m. 20c. 67l. ; thence by a straight line bearing $99^{\circ} 57'$ for 15c. 27l., passing through Loc. 16, and terminating in Loc. 243 at 4m. 40c. 94l. ; thence to the left by a curve of 40c. rad. (the chord of which bears $93^{\circ} 39'$ for 3c. 77l.), terminating in said Loc. 243 at 4m. 49c. 72l. ; thence by a straight line bearing $87^{\circ} 22'$ for 10c. 69l., and terminating in Loc. 53 at 4m. 60c. 41l. ; thence to the right by a curve of 30c. rad. (the chord of which bears $97^{\circ} 42'$ for 10c. 76l.), passing through junction of proposed 'Perth and Bunbury Railway' at 4m. 61c. 16l., and terminating in said Loc. 53 at 4m. 71c. 23l. ; thence by a straight line bearing $108^{\circ} 02'$ for 1c. 89l., terminating in said Loc. 53 at 4m. 73c. 12l. ; thence to the right by a curve of 30c. rad. (the chord of which bears $118^{\circ} 18'$ for 10c. 69l.), terminating in said Loc. 53 at 5m. 3c. 87l. ; thence by a straight line bearing $128^{\circ} 34'$ for 66c. 84l., crossing a branch of the Ferguson River at 5m. 24c. 20l., and terminating in Crown Loc. ^{broad arrow} _{411A} at 5m. 70c. 71l. ; thence to the left by a curve of 80c. rad. (the chord of which bears $120^{\circ} 52'$ for 21c. 44l.), terminating in Loc. 10 at 6r. 12c. 21l. ; thence by a straight line bearing $113^{\circ} 10'$ for 49c. 34l., terminating in said Loc. 10 at 6m. 55c. 55l. ; thence to the right by a curve of 20c. rad. (the chord of which bears $133^{\circ} 10'$ for 13c. 68l.), terminating at 6m. 69c. 51l. ; thence by a straight line bearing $153^{\circ} 10'$ for 5c. 7l., terminating in said Loc. 10 ; thence to the left by a curve of 20c. rad. (the chord of which bears $139^{\circ} 22'$ for 9c. 54l.), crossing a branch of the Ferguson River at 6m. 77c. 30l., and terminating in said Loc. 10 at 7m. 4c. 21l. ; thence by a straight line bearing $125^{\circ} 34'$ for 36l., terminating in said Loc. 10 at 7m. 4c. 57l. ; thence to the right by a curve of 25c. rad. (the chord of which bears $128^{\circ} 52'$ for 2c. 88l.), crossing a branch of the Ferguson River—proposed to be diverted—and terminating in said Loc. 10 at 7m. 7c. 45l. ; thence by a straight line bearing $132^{\circ} 10'$ for 49c. 56l., crossing Loc. 307, the Blackwood Road at 7m. 34c., and then re-enters Loc. 307, and crosses Loc. 273, and terminates in Loc. 27 at 7m. 57c. 1l. ; thence to the right by a curve of 40c. radius (the chord of which bears $143^{\circ} 34'$ for 15c. 82l.), terminating in said Loc. 27 at 7m. 72c. 94l. ; thence by a straight line bearing $154^{\circ} 59'$ for 36c. 36l., crossing a watercourse at 8m. 5c. 80l., and a drain at 8m. 9c., and then crosses a diverted portion of the Ferguson River at 8m. 25c. 15l., and terminates in said Loc. 27 at 8m. 29c. 30l. ; thence to the left by a curve of 80c. rad. (the chord of which bears $151^{\circ} 43'$ for 9c. 9l.), terminating in said Loc. 27 at 8m. 38c. 38l. ; thence by a straight line bearing $148^{\circ} 28'$ for 77c. 50l., passing through Loc. 297, and 305, and crossing a drain at 9m. 35c. 40l., and terminating in 45, Dardanup, at 9m. 35c. 88l. ; thence to the right by a curve of 40c. rad. (the chord of which bears $160^{\circ} 31'$ for 16c. 70l.) crossing a drain at 9m. 41c. 45l., and terminating in said Loc. 45 at 9m. 52c. 70l. ; thence by a straight line bearing $172^{\circ} 34'$ for 29c. 88l., crossing the Ferguson Road (close to its junction with the Blackwood Road) at 9m. 58c. 70l., and having the Dardanup Post Office 1c. 80l. to left at 9m. 66c. 30l., and then crosses a minor road at 9m. 79c. 80l., and terminates in Loc. 76 at 10m. 2c. 58l. ; thence to the right by a curve of 40c. radius (the chord of which bears $184^{\circ} 7'$ for 16c. 2l.), terminating in said Loc. 76 at 10m. 18c. 71l. ; thence by a straight line bearing $195^{\circ} 40'$ for 7c. 67l., and terminating in Loc. 310 at 10m. 26c. 38l. ; thence to the left by a curve of 80c. rad. (the chord of which bears $188^{\circ} 50'$ for 19c. 4l.), terminating in ^{broad arrow} _{302A} Dardanup Commonage, at 10m. 45c. 46l. ; thence by a straight line bearing 132° for 1m. 18c. 62l., passing through S.O.L.'s $\frac{7}{1064}$ and $\frac{7}{1067}$, and terminating in Lease $\frac{9}{37}$ at 11m. 64c. 8l. ; thence to the right by a curve of 40c. rad. (the chord of which bears 192° for 13c. 89l.), terminating in Lease $\frac{9}{1417}$ at 11m. 78c. 4l. ; thence by a straight line bearing 202° for 3m. 41c. 96l., crossing the Crooked Brook at 12m. 18c. 70l. ; and passing through Lease $\frac{9}{512}$ crosses St. John's Brook at 14m. 6c. 80l., and terminates in said Lease $\frac{6}{502}$ at 15m. 40c.—the total length of line.