

The Clackline-Newcastle Railway Act, 1887

WESTERN AUSTRALIA

ANNO QUINQUAGESIMO PRIMO

VICTORIÆ REGINÆ

No. 11

An Act to authorise the construction of the Clackline-Newcastle Railway. [*Assented to 20th August, 1887.*]

WHEREAS it is expedient to authorise the construction and maintenance of a line of Railway from Clackline to Newcastle: Be it 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. This Act may be cited as 'The Clackline-Newcastle Railway Act, 1887.'

2. It shall be lawful to construct and maintain a Railway from Clackline to Newcastle, 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

EASTERN RAILWAY—CLACKLINE-NEWCASTLE BRANCH LINE

Description of Line of Railway

The Clackline-Newcastle Branch Line commences at a point *A* at 62m. 38c. 27l. on the Eastern Railway, in Government Reserve at Clackline; thence by a curve in a North-easterly direction of 10c. 50l. rad., the chord of which bears 49° 47' for 18c. 33l., crossing the Clackline Gully at 0m. 7c. 14l., and the road to Northam about 0m. 12c. 00l.; thence by a straight line for 2c. 20l., bearing 359° 46'; thence by a curve to left of 10c. rad. for 3c. 98½l., the chord of which bears 348° 21'; thence by a straight line for 1c. 62l., bearing 336° 56'; thence by a curve to right of 10c. rad. for 6c. 02l., the chord of which bears 354° 11'; thence by a straight line bearing 11° 26' for 26c. 74l.; thence by a curve to left of 12c. rad. for 6c. 61l., the chord of which bears 355° 38' 30"; thence by a straight line bearing 339° 51' for 9c. 83l.; thence by a curve to left of 10c. rad. for 3c. 79l., the chord of which bears 329° 00'; thence by a straight line for 66l. bearing 318° 9'; thence by a curve to right of 24c. rad. for 11c. 17l., the chord of which bears 331° 29', entering Lease $\frac{1}{276}$ at 1m. 09c. 30l.; thence by a straight line bearing 344° 49' for 10c. 19½l.; thence by a curve of 12c. rad. for 8c. 85½l., the chord of which bears 5° 56' 30", crossing creek at 1m. 29c. 80l.; thence by a straight line bearing 27° 4' for 2c. 15l.; thence by a curve to left of 20c. rad. for 8c. 40l., the chord of which bears 15° 2'; thence by a straight line bearing 3° 0' for 27c. 08l., crossing creeks at 1m. 53c. 41l. and 1m. 64c. 86l.; thence by a curve to right of 30c. rad. for 6c. 32l., the chord of which bears 9° 2', crossing Newcastle Road at 1m. 69c. 50l., entering

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Avon Location 355 at 1m. 70c. 25l. and Location 1531 at 1m. 71c. 97l.; then by a straight line bearing $15^{\circ} 4'$ for 3c. 28l.; thence by a curve to left of 30c. rad. for 8c. 46 $\frac{1}{2}$ l., the chord of which bears $6^{\circ} 59'$, crossing creek at 2m. 0c. 39l. and Newcastle Road at 2m. 01c. 50l., re-crossing it at 2m. 04c. 65l.; thence by a straight line bearing $358^{\circ} 54'$, for 3c. 28l.; then by a curve to left of 20c. rad. for 13c. 75l., the chord of which bears $339^{\circ} 14'$; then by a straight line bearing $319^{\circ} 34'$, for 3c. 59 $\frac{1}{2}$ l., crossing creek at 2m. 22c. 78l.; thence by a curve to right of 30c. rad. for 7c. 33l., the chord of which bears $326^{\circ} 34'$; thence by a straight line bearing $334^{\circ} 34'$, for 13c. 18l., entering Avon Location 715 at about 2m. 44c. 89l.; thence by a curve to left of 80c. rad. for 7c. 90 $\frac{1}{2}$ l., the chord of which bears $330^{\circ} 44'$; thence by a straight line bearing $327^{\circ} 54'$, for 38c. 77 $\frac{1}{2}$ l., leaving Loc. 715 at about 2m. 54c. 70l., and re-entering Lease $\frac{1}{20}$ and Avon Loc. Z at about 2m. 79c. 50l.; thence by a curve to left of 30c. rad., for 9c. 25 $\frac{1}{2}$ l., the chord of which bears $319^{\circ} 04'$; thence by a straight line bearing $310^{\circ} 14'$, for 34c. 26 $\frac{1}{2}$ l., re-entering Lease $\frac{1}{20}$ at about 3m. 28c. 60l., crossing the Newcastle Road at 3m. 40c. 50l.; thence by a curve to left of 25c. rad., for 9c. 09l., the chord of which bears $299^{\circ} 49'$; thence by a straight line bearing $289^{\circ} 24'$, for 1c. 40l.; thence by a curve to right of 15c. rad., for 20c. 10 $\frac{1}{2}$ l., the chord of which bears $327^{\circ} 48'$; thence by a straight line bearing $6^{\circ} 12'$, for 28c. 56 $\frac{1}{2}$ l., crossing the Newcastle Road at 4m. 16c. 11l.; thence by a curve to left of 20c. rad. for 15c. 70l., the chord of which bears $343^{\circ} 42'$, re-entering Loc. Z at about 4m. 37c. 00l.; thence by a straight line bearing $321^{\circ} 12'$, for 19c. 97 $\frac{1}{2}$ l., re-entering Lease $\frac{1}{20}$ at about 4m. 61c.; thence by a curve to right of 30c. rad., for 9c. 46l., the chord of which bears $330^{\circ} 14'$; thence by a straight line bearing $339^{\circ} 16'$, for 2c. 43 $\frac{1}{2}$ l.; thence by a curve to left of 18c. rad., for 12c. 25l., the chord of which bears $19^{\circ} 46'$; thence by a straight line bearing $300^{\circ} 16'$, for 33c. 79 $\frac{1}{2}$ l., entering Lease $\frac{6}{55\frac{1}{2}}$ about 5m. 25c. 00l.; thence by a curve to right of 25c. rad., for 17c. 58l., the chord of which bears $320^{\circ} 24'$, crossing the Newcastle Road at 5m. 49c. 80l., and re-crossing it at 5m. 63c. 11 $\frac{1}{2}$ l.; thence by a straight line bearing $340^{\circ} 32'$, for 31c. 18 $\frac{1}{2}$ l., entering Avon Location X at about 5m. 68c. 20l.; thence by a curve to left of 60c. rad. for 39c. 99l., the chord of which bears $321^{\circ} 28'$; thence by a straight line bearing $302^{\circ} 24'$ for 43c. 12l., crossing the Newcastle Road at 6m. 57c. 22 $\frac{1}{2}$ l., and a creek at 6m. 60c. 94l.; thence by a curve to right of 12c. rad. for 8c. 53l., the chord of which bears $322^{\circ} 46' 30''$; thence by a straight line bearing $343^{\circ} 09'$ for 1c. 94l.; thence by a curve to left of 15c. rad. for 12c. 23 $\frac{1}{2}$ l., the chord of which bears $319^{\circ} 48'$; thence in a straight line bearing $296^{\circ} 27'$ for 8c. 70 $\frac{1}{2}$ l., crossing creek at 7m. 43c. 05l.; thence by a curve to right for 8c. 12 $\frac{1}{2}$ l., the chord of which bears $311^{\circ} 57'$, crossing creeks at 7m. 53c. 05l., and at 7m. 58c., entering Lease $\frac{6}{35}$ at about 7m. 51c. 50l., and leaving it, re-entering Lease $\frac{6}{55\frac{1}{2}}$ at about 7m. 54c. 40l.; thence by a straight line bearing $327^{\circ} 27'$ for 1c. 71l.; thence by a curve to left of 12c. rad. for 8c. 67 $\frac{1}{2}$ l., the chord of which bears $306^{\circ} 36'$; thence by a straight line for 68 $\frac{1}{2}$ l., bearing $285^{\circ} 45'$; thence by a curve to right of 10c. rad., the chord of which bears $339^{\circ} 17'$, crossing creeks at 7m. 74c. 00l., 7m. 77c. 27l., and at 8m. 05c. 60l.; thence by a straight line bearing $32^{\circ} 49'$ for 1c. 10l.; thence by a curve to left of 80c. rad. for 5c. 49l., the chord of which bears $30^{\circ} 51'$; thence by a straight line bearing $28^{\circ} 53'$ for 17c. 75l., entering Lease $\frac{6}{77\frac{1}{2}}$ at 8m. 20c. 20l., and crossing creek at 8m. 32c. 42l.; thence by a curve to left of 30c. rad. for 16c. 75 $\frac{1}{2}$ l., the chord of which bears $12^{\circ} 53'$, entering block $\frac{7}{57}$ at about 8m. 48c. 22l.; thence by a straight line bearing $356^{\circ} 53'$ for 3c. 54l., crossing creeks at 8m. 53c. 00l., re-entering Lease $\frac{6}{77\frac{1}{2}}$ at about 8m. 64c. 37l.; thence by a curve to right of 80c. rad. for 15c. 70l., the chord of which bears $2^{\circ} 30'$, crossing a creek at 8m. 56c. 73l.; thence by a straight line bearing $8^{\circ} 07'$ for 9c. 20l.; thence by a curve to left of 10c. rad. for 12c. 29l., the chord of which bears $332^{\circ} 54'$; thence straight for 14 links, bearing $297^{\circ} 41'$; thence by a curve to right of 10c. rad. for 16c. 52l., the chord of which bears $345^{\circ} 01'$, crossing creek at 9m. 19c. 00l.; thence in a straight line bearing $32^{\circ} 21'$ for 9c. 06l.; thence by a curve to left of 12c. rad. for 7c. 96l., the chord of which bears $13^{\circ} 21'$, crossing creek at 9m. 38c. 45l.; thence by a straight line bearing $354^{\circ} 21'$ for 2c. 11 $\frac{1}{2}$ l.; thence by a curve to right of 12c. rad. for 11c. 21l., the chord of which bears $21^{\circ} 26'$, crossing the Guildford and Newcastle Road at 9m. 49c. 22l., entering Lease 8527, and crossing a creek at 9m. 52c. 29l.; thence by a straight line bearing $48^{\circ} 11'$ for 11c. 18l.; thence by a curve to right of 12c. rad. for 6c. 27 $\frac{1}{2}$ l., the chord of which bears $64^{\circ} 07'$, crossing the Guildford Road at 9m. 74c. 61l., and entering Avon Loc. 764; thence by a straight line bearing $80^{\circ} 03'$ for 10c. 88 $\frac{1}{2}$ l.,

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crossing the Clackline Road at 9m. 78c. 09l., and a stream at 10m. 00c. 40l., and entering Avon Loc. 212 at 10m. 05c. 00l., and Lease $\frac{8}{100}$ at 10m. 6c. 00l.; thence by a curve to left of 10c. 50l. rad. for 11c. $15\frac{1}{2}$ l., the chord of which bears $49^{\circ} 35\frac{1}{2}'$, re-entering Loc. 212 at 10m. 14c. 07l., and entering Loc. 345 at 10m. 15c. 51l.; thence by a straight line bearing $19^{\circ} 8'$ for 16c. $15\frac{1}{2}$ l., entering Block S. 743 at 10m. 31c. 96l., and crossing creek at 10m. 32c. 22l.; thence by a curve to left of 15c. rad. for 7c. $10\frac{1}{2}$ l., the chord of which bears $5^{\circ} 38'$; then by a reverse curve of 10c. rad. for 13c. 61l., the chord of which bears $46^{\circ} 52'$; thence by a straight line for 1c. $61\frac{1}{2}$ l., bearing $85^{\circ} 52'$; thence by a curve to left of 10c. rad. for 27c. $92\frac{1}{2}$ l., the chords of which bear $45^{\circ} 52'$ and $325^{\circ} 52'$, crossing creek at 10m. 66c. 38l., and entering Location 105 at about 10m. 78c. 93l.; thence straight for $6\frac{1}{2}$ links bearing $285^{\circ} 52'$; then by a curve to right of 10c. 50l. rad. for 15c. 73l., the chord of which bears $328^{\circ} 47'$; thence by a straight line bearing $11^{\circ} 42'$ for 11c. 32l.; thence by a curve to right of 30c. rad. for 29c. 25l., the chord of which bears $39^{\circ} 38'$, entering Avon Location 842 at about 11m. 33c. 20l.; thence by a straight line bearing $67^{\circ} 34'$ for 4c. $28\frac{1}{2}$ l.; thence by a curve to left of 10c. rad., for 10c. 38l., the chord of which bears $37^{\circ} 49'$; entering Avon Loc. 938 at 11m. 68c. 38l., and crossing creek at 11m. 70c. 41l., entering Avon Loc. V. at about 11m. 70c. 90l.; thence by a straight line bearing $8^{\circ} 04'$ for 1c. 56l.; thence by a curve to right of 24c. rad. for 22c. 40l., the chord of which bears $34^{\circ} 49'$; thence by a straight line bearing $61^{\circ} 34'$ for 1c. 12l.; thence by a curve to left of 12c. rad. for 11c. $02\frac{1}{2}$ l., the chord of which bears $35^{\circ} 14'$, crossing creek at 12m. 26c. 46l.; thence by a straight line bearing $8^{\circ} 54'$ for 19c. 56l., crossing creek at 12m. 40c. 28l.; thence by a curve to left of 18c. rad. for 16c. 10l., the chord of which bears $343^{\circ} 17'$, crossing the Guildford-Northam Road at 12m. 52c. 67l.; thence by a straight line bearing $317^{\circ} 40'$ for 4c. $46\frac{1}{2}$ l., crossing the Guildford-Newcastle Road at 12m. 72c. 38l.; thence by a curve to right of 18c. rad. for 4c. $64\frac{1}{2}$ l., the chord of which bears $325^{\circ} 02' 30''$; thence by a straight line bearing $332^{\circ} 35'$ for 12c. 43l., crossing a road at about 13m. 9c. 50l.; thence by a curve to right of 20c. rad., the chord of which bears $356^{\circ} 06\frac{1}{2}'$ for 16c. 54l., crossing track to Racecourse at 13m. 18c. 91l.; thence by a straight line bearing $19^{\circ} 48'$ for 25c. 56l., crossing a creek at 13m. 38c. 00l.; thence by a curve to left of 30c. rad. for 15c. 02l., the chord of which bears $5^{\circ} 28'$, crossing creek at 13m. 60c. 34l.; thence by a straight line bearing $351^{\circ} 08'$ for 7c. 65l., crossing road at 13m. 70c. and creek at 13m. 71c. 50l., and entering Newcastle Sub. Lot 19 at 13m. 74c. $55\frac{1}{2}$ l.; thence by a curve to left of 20c. rad. for 6c. 45l., the chord of which bears $341^{\circ} 53'$, passing through Newcastle Sub. Lots 17 and 15, and terminating at a point B on northern boundary of Sub. Lot 15 in the township of Newcastle; being a total length of 14m. 11c. 26l.