

WESTERN AUSTRALIA

ANNO QUADRAGESIMO SEXTO

VICTORIÆ REGINÆ

No. 16

An Act to authorise the Further Extension of the
Eastern Railway. [*Assented to 21st September, 1882.*]

WHEREAS it is expedient to authorise the extension and main-
tenance of the Eastern Railway from Chidlow's Well to
York: 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:—

Eastern Railway Extension—Third Section

Short title

1. This Act may be cited as 'The Eastern Railway (Further) Amendment Act, 1882.'

Power to construct Railway from Chidlow's Well to York

2. It shall be lawful to extend and maintain the Railway from Chidlow's Well to York, 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.

3. Notwithstanding anything contained in 'The Railways Act, 1878,' it shall be lawful for the Commissioner of Railways to deviate from the line, as described in such Schedule, to the extent of two miles on either side thereof.

WILLIAM C. F. ROBINSON,
GOVERNOR.

SCHEDULE

EASTERN RAILWAY EXTENSION (THIRD SECTION)

NORTHAM ROAD TO YORK *via* SPENCER'S BROOK*Description of Line of Railway*

The extension commences at the end of the Second Section and goes in a straight line bearing $116^{\circ} 45'$ for 11c. 26l.; thence by a curve of 80c. rad. to the left for 5c. 68l., the chord of which bears $114^{\circ} 43'$; thence by a straight line bearing $112^{\circ} 41'$ for 26c. 94l.; thence by a curve of 20c. rad. to the left for 18c. $53\frac{1}{2}$ l., the chord of which bears $86^{\circ} 08'$; thence by a straight line bearing $59^{\circ} 35'$ for 4c. 61l.; thence by a curve of 20c. rad. to the right for 13c. $93\frac{1}{2}$ l., the chord of which bears $79^{\circ} 37'$; thence by a straight line bearing $99^{\circ} 39'$ for 20c. 26l.; thence by a curve of 30c. rad. to the left for 10c. $42\frac{1}{2}$ l., the chord of which bears $89^{\circ} 41' 30''$; thence by a straight line bearing $79^{\circ} 44'$ for 54c. 99l.; thence by a curve of 50c. rad. to the left for 15c. $92\frac{1}{2}$ l., the chord of which bears $70^{\circ} 36' 30''$; thence by a straight line bearing $61^{\circ} 29'$ for 18c. 35l.; thence by a curve of 20c. rad. to the right for 18c. $74\frac{1}{2}$ l., the chord of which bears $88^{\circ} 20'$; thence by a straight line bearing $115^{\circ} 11'$ for 6c. 89l.; thence by a curve of 20c. rad. to the left for 25c. $34\frac{1}{2}$ l., the chord of which bears $78^{\circ} 53'$; thence by a straight line bearing $42^{\circ} 35'$ for 49c. 72l. out of A4490 into Crown Lands; thence by a curve of 30c. rad. to the right for 16c. 17l., the chord of which bears $58^{\circ} 13'$; thence by a straight line bearing $73^{\circ} 51'$ for 28c. 36l.; thence by a curve of 80c. rad. to the left for 8c. $86\frac{1}{2}$ l., the chord of which bears $70^{\circ} 40' 30''$; thence by a straight line bearing $67^{\circ} 30'$ for 73c. 53l.; thence by a curve of 30c. rad. to the left for a distance of 43c. 35l., the chord of which bears $26^{\circ} 06'$; thence by a compound curve of 25c. rad. to the left for a distance of 14c. 7l., the chord of which bears $329^{\circ} 30' 30''$; thence by a straight line of 25c. 75l., its bearing being $314^{\circ} 21'$; thence by a curve of 30c. rad. to the right for a distance of 13c. 71l., the chord of which bears $327^{\circ} 27'$; thence by a straight line of 11c. 39l., still keeping in Crown Lands and along the valley of the Worrillo, its bearings being $340^{\circ} 33'$; thence by a curve of 30c. rad. to the right for a distance of 9c. 91l., the chord of which bears $352^{\circ} 37' 30''$; thence by a straight line bearing $4^{\circ} 42'$ for a distance of 2c. 83l.; thence by a curve of 30c. rad. to the right for 13c. 98l., the chord of which bears $15^{\circ} 20' 30''$; thence by a straight line bearing $25^{\circ} 59'$ for a distance of 7c. 10l.; thence by a curve of 50c. rad. to the left for 8c. 62l., the chord of which bears $21^{\circ} 03'$; thence by a straight line of 30c. 68l., the bearing of which is $16^{\circ} 07'$; thence by a curve of 30c. rad. to the left for 11c. $68\frac{1}{2}$ l., the chord of which bears $4^{\circ} 57' 30''$ out of Crown Lands into 185A; thence by a straight line bearing $353^{\circ} 48'$ for a distance of 1c. 56l.; thence by a curve of 20c. rad. to the right for 17c. 12l., the chord of which bears $18^{\circ} 19' 30''$;

Eastern Railway Extension—Third Section

thence by a straight line bearing $42^{\circ} 51'$ for a distance of 19c. 10l. out of 185A and terminating at 2m. 70c. 88l. in A3298; thence by a curve of 40c. rad. to the right for 20c. 14l., the chord of which bears $57^{\circ} 16' 30''$; thence by a straight line bearing $71^{\circ} 42'$ and keeping South and nearly parallel to the Northam Road for a distance of 39c. 89l.; thence by a curve of 40c. rad. to the left for 12c. 84l. crossing the Northam Road, the chord of which bears $62^{\circ} 30'$; thence by a straight line bearing $53^{\circ} 18'$ out of A3298 for a distance of 42c. 2l. and into Government Land; thence by a curve of 50c. rad. to the left for 6c. 12l., the chord of which bears $49^{\circ} 47' 30''$; thence by a straight line bearing $46^{\circ} 17'$ for a distance of 37c. 36l.; thence by a curve of 40c. rad. to the left for 10c. 18l., the chord of which bears $39^{\circ} 17'$; thence by a straight line bearing $32^{\circ} 17'$ for a distance of 26c. 23l.; thence by a curve of 40c. rad. to the left for 8c. 93l., the chord of which bears $25^{\circ} 53'$; thence by a straight line bearing $19^{\circ} 29'$ for 46c. 45l.; thence by a curve of 40c. rad. to the right for 9c. 72l., the bearing of the chord being $26^{\circ} 27'$; thence by a straight line bearing $33^{\circ} 25'$ for a distance of 17c. 4l.; thence by a curve of 40c. rad. to the left, the chord of which bears $24^{\circ} 39'$ for 12c. 24l.; thence by a straight line bearing $15^{\circ} 53'$ for a distance of 31c. 72l., crossing out of Crown Lands into A4149 about 12c. from its South-east corner along its South boundary; thence by a curve of 30c. rad. to the right for 36c., the chord of which bears $50^{\circ} 16'$; thence by a straight line bearing $34^{\circ} 39'$ for a distance of 21c. 15l.; thence by a curve of 30c. rad. to the right for 10c. 84l., the chord of which bears 95° ; thence by a straight line bearing $105^{\circ} 21'$ for 7c. 16l.; thence by a curve of 30c. rad. to the left for a distance of 15c. 72l., the chord of which bears $90^{\circ} 20'$ out of A4149 into location 332, portion of A4149; thence by a straight line bearing $75^{\circ} 19'$ for 64c. 74l. out of 332 into A4149; thence by a curve of 40c. rad. to the left for a distance of 7c. 73l., the chord of which bears $69^{\circ} 46' 30''$; thence by a straight line bearing $64^{\circ} 14'$ for 5c. 71l.; thence by a curve of 80c. rad. to the left for a distance of 46c. 63l., the chord of which bears $47^{\circ} 32'$ out of Pastoral Lease A4149 into A4135; thence by a straight line bearing $30^{\circ} 50'$ for 10c. 31l.; thence by a curve of 30c. rad. to the right, the chord of which bears $42^{\circ} 29'$ for a distance of 12c. 20l.; thence by a straight line bearing $54^{\circ} 08'$ for 10c. 21l.; thence by a curve of 30c. rad. to the right, the chord of which bears $69^{\circ} 05' 30''$ for 15c. 66l.; thence by a straight line bearing $84^{\circ} 03'$ for 24c. 66l.; thence by a curve of 30c. rad. to the left, the chord of which bears $67^{\circ} 07'$ for 17c. 73l.; thence keeping down along the South side of Clackline Gully by a straight line bearing $50^{\circ} 11'$ for a distance of 65c. 58l.; thence by a curve of 40c. rad. to the right for 16c. 90l., the chord of which bears $62^{\circ} 17'$; thence by a straight line bearing $74^{\circ} 23'$ for 36c. 48l.; thence by a curve of 40c. rad. to the left for 18c. 12l., the chord of which bears $61^{\circ} 24'$; thence by a straight line bearing $48^{\circ} 25'$ for 16c. 92l.; thence by a curve of 50c. rad. to the left for 17c. 72l., the chord of which bears $38^{\circ} 25'$; thence by a straight line bearing $28^{\circ} 25'$ for 4c. 52l.; thence by a curve of 30c. rad. to the right for 19c. 47l., the chord of which bears $47^{\circ} 00' 30''$ out of Pastoral Lease A4135 into Special Occupation S1137; thence by a straight line bearing $65^{\circ} 36'$ for a distance of 26c. 50l. out of S1137 into 9569; thence by a curve of 40c. rad. to the left for 12c. 3l., the chord of which bears $56^{\circ} 59'$; thence by a straight line bearing $48^{\circ} 22'$ for 41c. 68l. to and across 860, a portion of 9569; thence by a curve of 30c. rad. to the right for a distance of 20c. 56l., the chord of which bears $68^{\circ} 03'$; thence by a straight line bearing $87^{\circ} 44'$ for 33c. 3l.; thence by a curve of 40c. rad. to the right for 7c. 80l., the chord of which bears $93^{\circ} 19' 30''$ out of 9569 into Clackline Well Reserve; thence by a straight line bearing $98^{\circ} 55'$ for a distance of 24c. 47l. to and across the Northam Road; thence by a curve of 40c. rad. to the right for 10c. 78l., the chord of which bears $106^{\circ} 38' 30''$ out of Clackline Well Reserve and keeping down the Warranine Gully; thence by a straight line bearing $114^{\circ} 22'$ for 7c. 7l.; thence by a curve of 30c. rad. to the left for 14c. 67l. into 716, the chord of which bears $100^{\circ} 21'$; thence by a straight line bearing $86^{\circ} 20'$ for 1c. 22l.; thence by a curve of 20c. rad. to the right for a distance of 17c. 20l., the chord of which bears $110^{\circ} 58' 30''$; thence by a straight line bearing $135^{\circ} 37'$ for 6c. 43l.; thence by a curve of 30c. rad. to the right for 14c. 66l., the chord of which bears $146^{\circ} 07'$ out of 716 into 189 at the South-west corner of the same location; thence by a straight line bearing $156^{\circ} 37''$ for a distance of 18c. 98l. out of 189 from its South-west corner into and across the South east corner of 716 and through 188; thence by a curve of 30c. rad. to the left for 17c. 87l., the cord of which bears $139^{\circ} 33'$ out of 188 to and across 146 into S1374; thence by a straight line bearing $122^{\circ} 29'$ for a

Eastern Railway Extension—Third Section

distance of 1m. 22c. 48l. out of S1374 to and across S1353, the North-east corner of S1475, and into and across 129, and again into S1475; thence by a curve of 80c. rad. to the left for 25c. 83l., the chord of which bears $113^{\circ} 14'$ out of S1475 into 8531; thence by a straight line bearing $103^{\circ} 59'$ for 28c. 57l.; thence by a curve of 50c. rad. to the left for 26c. 54l., the chord of which bears $88^{\circ} 46' 30''$ out of 8531 into unnumbered blocks; thence by a straight line bearing $73^{\circ} 34'$ for 6c. 22l.; thence by a curve of 80c. rad. to the left for 48c. 40l., the chord of which bears $56^{\circ} 14'$ out of unnumbered blocks into 49; thence by a straight line bearing $38^{\circ} 54'$ for 5l. 18l. out of 49; thence by a curve of 40c. rad. to the left across Mokine Hill for 15c. 83 $\frac{1}{2}$ l., the chord of which bears $27^{\circ} 33'$; thence by a straight line bearing $16^{\circ} 12'$ for 42c. 49l. into C1; thence by a curve of 30c. rad. to the left for 1l. 61 $\frac{1}{2}$ l., the chord of which bears $5^{\circ} 06' 30''$; thence by a straight line bearing $354^{\circ} 01'$ for 1c. 90l.; thence by a curve of 28c. rad. to the right for 26c. 52l., the chord of which bears $22^{\circ} 40' 30''$; thence keeping down along the Mokine Creek by a straight line bearing $51^{\circ} 20'$ for a distance of 4c. 42l.; thence by a curve of 50c. rad. to the right for 36c. 79l., the chord of which bears $72^{\circ} 21' 30''$; thence by a straight line bearing $93^{\circ} 23'$ for 23c. 97l.; thence by a curve of 50c. rad. to the left for 18c. 12 $\frac{1}{2}$ l., the chord of which bears 83° ; thence by a straight line bearing $72^{\circ} 37'$ for 3c. 61l.; thence by a curve of 20c. rad. to the right for 20c. 94l., the chord of which bears $102^{\circ} 37'$; thence by a straight line bearing $132^{\circ} 37'$ for 15c. 44l.; thence by a curve of 50c. rad. to the left for 14c. 71 $\frac{1}{2}$ l., the chord of which bears $124^{\circ} 11'$; thence by a straight line bearing $115^{\circ} 45'$ for 19c. 37l.; thence by a curve of 40c. rad. to the left for 22c. 67 $\frac{1}{2}$ l., the chord of which bears $99^{\circ} 30' 30''$; thence by a straight line bearing $83^{\circ} 16'$ for 9c. 83l.; thence by a curve of 40c. rad. to the right for 24c. 76l., the chord of which bears 101° ; thence by a straight line bearing $118^{\circ} 44'$ for 20c. 19l.; thence by a curve of 80c. rad. to the left for 9c. 77l., the chord of which bears $115^{\circ} 14'$; thence by a straight line bearing $111^{\circ} 44'$ for 7c. 43l. to commencement of Trial Line to York, being a distance of 29m. 77c. 14l.

Description of Line from Spencer's Brook to York

Leaving junction of Trial Line to Northam at 24m. 48c. 56l. and going in a straight line bearing 118° for 48c. 47l.; thence by a straight line bearing $120^{\circ} 23'$ for 15c. 60l.; thence by a straight line bearing $127^{\circ} 20'$ for 3c. 88l.; thence by a straight line bearing $134^{\circ} 10'$ for 4c. 27l.; thence by a straight line bearing $141^{\circ} 32'$ for 26c. 34l.; thence by a straight line bearing $152^{\circ} 46'$ for 4c. 67l.; thence by a straight line bearing $170^{\circ} 56'$ for 3c. 89l.; thence by a straight line bearing $177^{\circ} 03'$ for 7c. 88l. passing through North West corner of Cultivation Paddock; thence by a straight line bearing $178^{\circ} 42'$ for a distance of 4c. 33l.; thence by a straight line bearing $172^{\circ} 17'$ for 5c. 43l.; thence by a straight line bearing $162^{\circ} 48'$ for 7c. 23l.; thence by a straight line bearing $153^{\circ} 33' 30''$ for 25c. 15l. passing through Cultivation Paddock; thence by a straight line bearing $152^{\circ} 13'$ for a distance of 34c. 84l.; thence by a straight line bearing $145^{\circ} 53'$ for 19c. 38l.; thence by a straight line bearing $139^{\circ} 06'$ for 32c. 47l.; thence by a straight line bearing $129^{\circ} 11'$ for 23c. 07l.; thence by a straight line bearing $121^{\circ} 9' 30''$ for 24c. 53l.; thence by a straight line bearing $117^{\circ} 23'$ for 17c. 78l.; thence by a straight line bearing $113^{\circ} 45'$ for 12c. 97l.; thence by a straight line bearing $109^{\circ} 22' 30''$ for 19c. 13l.; thence by a straight line bearing $107^{\circ} 45'$ for 20c. 83l.; thence by a straight line bearing $118^{\circ} 23'$ for 55c. 70l. passing through the South West portion of Cultivation Paddock; thence by a straight line bearing $112^{\circ} 25'$ for a distance of 12c. 61l.; thence by a straight line bearing $104^{\circ} 21'$ for 9c. 06l.; thence by a straight line bearing $101^{\circ} 40'$ for 47c. 92l.; thence by a straight line bearing $104^{\circ} 19'$ for 12c. 78l.; thence by a straight line bearing $103^{\circ} 58'$ for 40c. 82l.; thence by a straight line bearing $107^{\circ} 43' 30''$ for 20c. 99l.; thence by a straight line bearing $117^{\circ} 40'$ for 6c. 40l.; thence by a straight line bearing $130^{\circ} 52'$ for 33c. 14l.; thence by a straight line bearing $137^{\circ} 49'$ for 8c. 91l.; thence by a straight line bearing $129^{\circ} 23'$ for 9c. 43l.; thence by a straight line bearing $123^{\circ} 24'$ for 19c. 71l.; thence by a straight line bearing $119^{\circ} 15'$ for 11c. 35l.; thence by a straight line bearing $114^{\circ} 19'$ for 26c. 26l.; thence by a straight line bearing 109° for 44c. 96l.; thence by a straight line bearing $110^{\circ} 10'$ for 10c. 94l.; thence by a straight line bearing 113° for 8c. 50l.; thence by a straight line bearing $114^{\circ} 48'$ for 9c. 23l.; thence by

Eastern Railway Extension—Third Section

a straight line bearing $114^{\circ} 31'$ for 8c. 52l. ; thence by a straight line bearing $115^{\circ} 48'$ for 7c. 57l. ; thence by a straight line bearing $123^{\circ} 44'$ for 8c. 28l. ; thence by a straight line bearing $132^{\circ} 57'$ for a distance of 8c. 42l. ; thence by a straight line bearing $139^{\circ} 33'$ for 31c. 17l. ; thence by a straight line bearing $140^{\circ} 06'$ for 12c. 87l. ; thence by a straight line bearing $147^{\circ} 31'$ for 7c. 06l. ; thence by a straight line bearing $158^{\circ} 53'$ for 78c. 65l. ; thence by a straight line bearing $141^{\circ} 18' 30''$ for 70c. ; thence by a straight line bearing $154^{\circ} 18'$ for 8c. ; thence by a straight line bearing $167^{\circ} 18'$ for 8c. ; thence by a straight line bearing $180^{\circ} 18'$ for 39c. 34l. ; thence by a straight line bearing $177^{\circ} 50'$ for 17c. 94l. ; thence by a straight line bearing $183^{\circ} 40'$ across the North Road in the Town of York, through Suburban Allotments 145, 146, and 141, a distance of 29c. 53l. ; thence by a straight line bearing $191^{\circ} 57' 30''$ across Second Road, Suburban Allotment 140, Carter Road and into Government Reserve, a distance of 20c. 56l. ; thence by a straight line bearing $209^{\circ} 42' 30''$ for 8c. 30l. ; thence by a straight line bearing $223^{\circ} 02'$ for 19c. 97l. ; thence by a straight line bearing $235^{\circ} 48'$ for 6c. 94l. ; thence by a straight line bearing $251^{\circ} 51' 30''$ for 16c. 33l. ; thence by a straight line bearing $259^{\circ} 33' 30''$ for 16c. 79l. ; thence by a straight line bearing $269^{\circ} 05' 30''$ for 14c. 84l. ; thence in a straight line out of Government Reserve across Carter Road, and into Suburban Allotment 115, bearing $265^{\circ} 15'$ for a distance of 6c. 63l. ; thence by a straight line into Suburban Allotment 114, bearing $261^{\circ} 02'$ for 4c. 72l. ; thence by a straight line bearing $255^{\circ} 11' 30''$ for 4c. 46l. ; thence by a straight line through Suburban Allotment 113, across Sixth Road, and into Suburban Allotment 112, bearing $239^{\circ} 15'$ for a distance of 12c. 26l. ; thence by a straight line through Suburban Allotments 111, 110, across Carter Road and into Commonage Reserve, bearing $220^{\circ} 19' 30''$ for a distance of 26c. 71l. ; thence by a straight line bearing $221^{\circ} 42'$ for 16c. 64l. ; thence by a straight line out of Commonage Reserve across Eighth Road through Suburban Allotment 95 into Bland Road, bearing $210^{\circ} 38'$ for a distance of 15c. 91l. ; thence by a straight line bearing $197^{\circ} 27'$ through York Town Lots 456, 455, 452, 451, 465, 447, 448, 449, across Ninth Road into Town Lots 277, 279, 281, 283, 282, a distance of 39c., and through York Town Lot 284 or its vicinity southward, being a distance of 16m. 36c. 26l. or thereabouts.
