

WESTERN AUSTRALIA

ANNO TRIGESIMO SEPTIMO

VICTORIÆ REGINÆ

No. 21

An Act to authorise the Construction of a Railway from Geraldton to Northampton out of moneys authorised to be raised by 'The Public Works Loan Act, 1873.'
[Assented to 22nd November, 1873.]

WHEREAS it is expedient to construct and maintain a railway from Geraldton to Northampton: 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:—

Short title

1. This Act may be cited as 'The Geraldton and Northampton Railway Act, 1873.'

2. It shall be lawful to construct and maintain a railway from Geraldton to Northampton, 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. It shall be lawful for the Governor to enter into a contract with any person or persons for the construction of the said line of railway, and of all necessary and proper and usual works and conveniences in connection therewith, and for the providing of engines and rolling stock to be used upon the said railway; and to meet the cost of the said railway, the said works and conveniences, and the said engines and rolling stock, there shall and may be issued and applied from time to time such sum or sums of money as may be available for that purpose.

Arbitration

4. And be it further enacted that if after the making of any such contract any dispute or difference shall arise between the Governor and the contractor, which by such contract is to be left to arbitration, the same shall be settled in manner following, that is to say:—The Governor shall nominate and appoint one arbitrator and the contractor shall appoint another, and the two arbitrators shall then take such dispute or difference into their consideration, and deliver their award therein within three months after the first of them shall have been appointed, but the Governor and the said contractor may by consent in writing enlarge the term for making the award; and if the said two arbitrators cannot agree upon the award to be made, they shall at any time within the time limited for making the award appoint an umpire, and such umpire shall make his award within the time limited as aforesaid or any enlargement thereof as aforesaid, and the award of such arbitrators or of such umpire (as the case may be) shall be final and conclusive between the parties.

FRED. A. WELD,
GOVERNOR.

Construction of Railways

SCHEDULE

DESCRIPTION OF LINE OF RAILWAY

Commencing on Government land at a point about 60 links east of the Water Police Boathouse, and opposite the Police Station at Geraldton; thence running parallel to the main street and by a reverse curve following the centre of the said street generally up to opposite the Anglican Church; passing from there into Crown land between the Main Road and the beach line of Champion Bay, crossing the Northampton Road at the 2-mile peg; thence northerly, crossing the Chapman River about 9 chains east of the Chapman Road Bridge, crossing the boundary of Geraldton town site at the 4-mile peg, over Darby's Gully at 7 miles 34 chains to Drummond's Creek, at 9 miles 65 chains; at 10 miles 5 chains it crosses the N.E. angle of Location No. 4, a branch of the Buller River at 10 miles 45 chains, through the south-east corner of Location No. 412; following the east bank of the Buller River, at 13 miles 25.90 chains it crosses the east boundary S.E. angle of Location No. 332; at 13 miles 43 chains the south boundary of Location No. 322; at 13 miles 56 chains the south boundary of Location No. 323; and at 13 miles 74 chains opposite to the N.W. angle of Location No. 328, it crosses the Main Road to Oakajee Mine, at 16 miles 14.80 chains, and at 17 miles 20 chains leaves the Main Road 3 chains to the west; at 18 miles 1 chain touches the east boundary of Location No. 523, crossing Taylor's Gully at 19 miles 41 chains, leaving Sewell's Well 3 chains east of 21 miles 9 chains, and running to 2 chains east of the junction with the Main Road and Koobijawanna Road through a Government reserve to 23 miles 1.1 chains, which is $1\frac{1}{2}$ chains east of the junction of the Old Road and the road to Maguire's Mine. At 24 miles 50 chains it enters a Government reserve, leaving the northern boundary at 25 miles 50 chains; then in a northerly direction runs along the western boundary of Locations Nos. 52, 51, 50, and 49, 27 miles 50 chains being 2 chains from the north-west angle of Location No. 48, it crosses the boundary of Tillage Lease No. 6718, following the east bank of the Bowes River, crossing the same at 28 miles 77 chains, running to opposite the S.W. angle of Location 641, and through the north-west angle at 29 miles 41 chains; then through the north-west angle of Location No. 656, on to the north-west angle of Location No. 46, crossing from the eastern boundary to the north-western boundary of Location No. 647, touching the north-east angle of Location No. 250, and entering at 33 miles 58 chains the south-east angle of No. 48A Reserve, within the town site of Northampton, and having a width throughout of two chains.

ADMEASUREMENTS IN DETAIL

STRAIGHTS		LENGTH	BEARING	CURVES			DESCRIPTIVE REMARKS
From	To			Direction	Radius	Length	
M. C. L.	M. C. L.	C. L.	Deg. Min.		Chains	C. L.	{ 0 m. 08 c. 00 l. 'opposite Police Station, Geraldton. Through Geraldton, and along the shore of Champion Bay. { Crosses Northampton Road. Chapman River, 3 m. 52 c. 30 l.
-0 8 00	-0 1 35	6 65	62 00	Right	5	2 28	
93				Left	5	4 13 $\frac{1}{2}$	
0 3 20 $\frac{1}{2}$	0 12 82	9 61 $\frac{1}{2}$	62 00	Do.	10	4 16 $\frac{1}{2}$	
0 16 98 $\frac{1}{2}$	0 47 92 $\frac{3}{4}$	30 94 $\frac{1}{4}$	38 30	Do.	20	4 19 $\frac{1}{4}$	
0 52 12	0 72 75 $\frac{1}{2}$	20 63 $\frac{1}{2}$	26 20	Do.	20	6 23	
0 78 98 $\frac{1}{2}$	1 33 53 $\frac{3}{4}$	34 55	8 30	Right	60	9 62 $\frac{1}{2}$	
1 43 16	1 71 86 $\frac{1}{2}$	28 70 $\frac{1}{2}$	18 00	Do.	60	2 35	
1 74 21 $\frac{1}{2}$	1 77 62	3 40 $\frac{1}{2}$	20 00	Do.	20	9 51	
2 7 13	2 21 20	14 07	47 30	Left	20	7 47	
2 28 67	3 34 70	86 03	26 00	Do.	40	7 39	
3 42 09	3 61 15 $\frac{1}{2}$	19 6 $\frac{1}{2}$	15 30	Do.	40	9 63 $\frac{1}{2}$	

Construction of Railways

ADMEASUREMENTS IN DETAIL—continued

STRAIGHTS		LENGTH	BEARING	CURVES			DESCRIPTIVE REMARKS
From	To			Direction	Radius	Length	
M. C. L.	M. C. L.	C. L.	Deg. Min.	Chains	C. L.		
3 70 78 $\frac{1}{2}$	8 46 60	375 81 $\frac{1}{2}$	1 30	Right	20	15 02	{ Boundary of Geraldton town site 4 m., Darby's Gully, 7 m. 34c.
8 61 62	8 70 18	8 56	44 34	Left	15	12 15	
9 2 33	9 20 70	18 37	1 50	Right	15	11 81 $\frac{1}{2}$	{ Drummond's Creek 9 m. 65c.
9 32 51 $\frac{1}{2}$	9 55 97	23 45 $\frac{1}{2}$	43 20	Left	5	8 32	
9 64 29	9 65 72	1 43	308 00	Do.	40	5 19	{
9 70 91	9 77 52	6 61	300 30	Right	40	3 68 $\frac{1}{2}$	
10 1 20 $\frac{1}{2}$	10 1 33	0 12 $\frac{1}{2}$	306 00	Do.	30	5 75	{ Crosses N.E. angle of Location No. 4 at 10 m. 05c.
10 7 18	10 8 57	1 39	317 30	Do.	15	9 66	
10 18 23	10 18 31	0 08	354 15	Left	15	4 36	{
10 22 67	10 23 81 $\frac{1}{2}$	6 04 $\frac{1}{2}$	337 30	Right	10	8 40	
10 37 22	10 47 09	9 87	26 00	Left	20	3 75	{ Branch of Buller River, 10 m. 45c. Through S.E. corner of Location 412.
10 50 84	10 60 39 $\frac{1}{2}$	9 55 $\frac{1}{2}$	15 00	Right	10	5 74 $\frac{1}{2}$	
10 66 14	10 66 94	0 80	48 00	Left	15	3 02	{
10 74 96	11 14 97 $\frac{1}{2}$	20 01 $\frac{1}{2}$	12 20	Do.	7	4 29	
11 19 26 $\frac{1}{2}$	11 19 60	0 33 $\frac{1}{2}$	342 30	Right	5	5 31	{
11 24 91	11 31 73	6 81	43 00	Left	5	6 06	
11 37 79	11 41 44	3 65	333 40	Right	40	7 90	{
11 49 34	11 51 40	2 06	345 01	Do.	20	10 36	
11 61 76	11 75 38	13 62	14 30	Left	40	9 28	{
12 4 66	12 10 76	6 10	1 30	Right	40	8 23 $\frac{1}{2}$	
12 19 04 $\frac{1}{2}$	12 31 01	11 96 $\frac{1}{2}$	13 00	Do.	40	6 17 $\frac{1}{2}$	{ Following the E. bank of the Buller River.
12 37 18 $\frac{1}{2}$	12 37 56	0 37 $\frac{1}{2}$	22 00	Left	30	5 74	
12 43 30	12 65 56	22 26	11 00	Right	15	8 13 $\frac{1}{2}$	{
12 73 69 $\frac{1}{2}$	12 75 46 $\frac{1}{2}$	1 77	42 00	Do.	40	4 06 $\frac{1}{2}$	
12 79 53	13 02 42 $\frac{1}{2}$	2 89 $\frac{1}{2}$	47 30	Left	20	4 17 $\frac{1}{2}$	{
13 6 60	13 7 75	1 15	35 40	Right	10	11 28	
13 14 97 $\frac{1}{2}$	13 15 34 $\frac{1}{2}$	0 37	77 20	Left	20	3 63 $\frac{1}{2}$	{
13 19 03	13 25 16	6 13	66 30	Right	15	5 96	
13 31 12	13 33 67	2 55	89 00	Left	8	4 91	{ Crosses E. boundary S.E. angle Location No. 332, 13 m. 25c. 901.
13 38 58	13 39 73 $\frac{1}{2}$	1 15 $\frac{1}{2}$	54 00	Do.	15	6 29	
13 46 02 $\frac{1}{2}$	13 46 24	0 21 $\frac{1}{2}$	30 30	Do.	8	5 99 $\frac{1}{2}$	{
13 51 23 $\frac{1}{2}$	13 60 49 $\frac{3}{4}$	9 26	354 30	Right	15	10 05 $\frac{1}{2}$	
13 70 55	13 71 45 $\frac{1}{2}$	0 90 $\frac{1}{2}$	33 00	Do.	30	3 09 $\frac{1}{2}$	{
13 74 55	13 78 70 $\frac{3}{4}$	4 15 $\frac{3}{4}$	35 15	Do.	30	8 73	
14 6 43 $\frac{3}{4}$	14 17 99 $\frac{1}{2}$	11 55 $\frac{3}{4}$	49 40	Left	30	5 61 $\frac{1}{2}$	{ Opposite N.W. angle Location No. 323, 13 m. 74c.
14 23 61	14 34 77	11 16	39 00	Right	40	4 49	
14 39 26	14 45 72	6 46	45 20	Left	7	7 37	{
14 53 19	14 53 69	0 50	344 20	Do.	20	4 12 $\frac{3}{4}$	
14 58 81 $\frac{1}{4}$	14 70 59 $\frac{1}{2}$	11 77 $\frac{3}{4}$	329 30	Right	40	4 80	{
14 75 39 $\frac{3}{4}$	15 2 85	7 45 $\frac{3}{4}$	336 00	Left	10	7 12 $\frac{1}{2}$	
15 9 97 $\frac{1}{4}$	15 18 00 $\frac{3}{4}$	8 03 $\frac{1}{4}$	295 40	Right	15	8 12	{
15 26 12 $\frac{3}{4}$	15 36 25 $\frac{1}{2}$	10 12 $\frac{3}{4}$	326 40	Left	40	3 49	
15 39 74 $\frac{1}{2}$	15 52 47 $\frac{1}{2}$	12 73	321 30	Do.	30	7 05 $\frac{1}{2}$	{
15 59 53	16 2 62 $\frac{1}{2}$	23 9 $\frac{1}{2}$	308 00	Do.	20	6 67	
16 9 29 $\frac{3}{4}$	16 10 55 $\frac{1}{2}$	1 26	289 00	Right	20	4 58 $\frac{3}{4}$	{ Crosses main road to Onkajee Mine, 16 m. 14c. 801.
16 15 14 $\frac{1}{4}$	16 18 40 $\frac{1}{2}$	3 26 $\frac{1}{4}$	302 00	Left	10	2 91	
16 21 31 $\frac{1}{2}$	16 21 33 $\frac{1}{2}$	0 02	286 00	Right	5	9 10 $\frac{1}{2}$	{
16 30 44	16 30 52 $\frac{1}{2}$	0 08 $\frac{1}{2}$	30 00	Left	5	7 24	
16 37 76 $\frac{1}{2}$	16 38 49	0 72 $\frac{1}{2}$	307 00	Right	10	3 06 $\frac{1}{2}$	{
16 41 55 $\frac{1}{2}$	16 44 59	3 03	324 30	Do.	10	4 78	

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ADMEASUREMENTS IN DETAIL—continued

STRAIGHTS		LENGTH	BEARING	CURVES			DESCRIPTIVE REMARKS
From	To			Direction	Radius	Length	
M. C. L.	M. C. L.	C. L.	Deg. Min.		Chains	C. L.	
16 49 37	reverse	3 49	352 00	Left	20	4 15	
16 52 86	16 57 01	4 15	342 00	Do.	20	5 27½	
16 62 28½	16 72 12½	9 84	326 40	Right	40	8 28½	
17 0 41	17 8 52	8 11	338 30	Do.	15	10 01	
17 18 53	17 34 69	16 16	16 45	Do.	20	8 17½	Main road 3 c. W. of 17 m. 20 c.
17 42 86½	17 43 26	0 39½	40 15	Left	12	3 98½	
17 47 24½	17 55 75	8 50½	21 20	Right	10	7 31	
17 63 06½	17 66 41	3 24½	63 20	Left	5	4 9½	
17 70 50½	17 71 00	0 49½	16 00	Do.	6	4 75½	
17 76 75	17 76 93½	0 17½	321 00	Right	5	4 49½	
18 1 43	18 16 94	15 51	12 40	Left	40	10 82½	Touches E. boundary Location 523 at 18 m. 01 c. Taylor's Gully, 19 m. 41 c.
18 27 76½	20 1 63	133 86½	357 00	Do.	30	8 50½	
20 10 13½	20 11 80	1 66½	341 00	Right	10	5 62	
20 17 42	20 30 45½	13 03	13 15	Left	10	8 97½	
20 39 43½	20 68 03	28 59½	321 40	Right	5	1 99½	
20 70 02½	20 78 96	8 93½	30 30	Left	20	11 25½	Sewell's Well, 3 c. E. of 21 m. 09 c.; junction of Main road and Koobijawanna road 2 c. W. of 21 m. 27 c.
21 10 21½	21 32 12½	21 91½	358 14	Right	10	6 88½	
21 39 01½	21 60 72½	21 71	37 30	Do.	10	7 80½	
21 68 53	22 8 00	19 47	82 20	Left	10	3 15½	
22 11 15½	22 23 71½	12 56	64 20	Do.	7	6 21½	
22 29 92½	22 35 70	5 77½	14 00	Right	6	6 80	
22 42 50	22 57 38	14 88	78 30	Left	10	5 61½	Through Koobijawanna reserve.
22 62 99½	22 69 07	6 07½	45 00	Do.	7	5 09½	
22 75 16½	22 78 37½	3 21½	355 20	Right	30	7 95½	
23 6 33½	23 9 19	2 85½	18 30	Left	15	10 83	Junction of Old Road and road to Maguire's Mine 1½ c. W. 23 m. 11 c.
23 20 02	23 56 73	36 71	329 20	Right	15	6 97½	
23 63 70½	23 74 93	11 22½	356 00	Left	20	3 14½	
23 78 07½	24 8 24	10 16½	347 00	Right	40	3 15	
24 11 39	24 26 82	15 43	351 30	Do.	15	9 13½	N. boundary of reserve, 24 m. 50 c.
24 35 95½	24 54 67	18 71½	26 30	Left	40	9 25½	
24 63 92½	24 70 89	6 96½	13 20	Left	20	8 97	
24 79 86	25 8 83	8 97	347 30	Right	6	5 92½	
25 14 75½	25 16 32½	1 56½	44 15	Do.	10	4 44	
25 20 76½	25 27 09½	6 33	69 45	Left	10	5 86½	
25 32 96½	25 34 64½	1 68½	36 15	Right	5	5 40	
25 40 04½	25 40 17½	0 13	97 30	Left	6	2 84	
25 43 01½	25 43 39½	0 37½	70 30	Do.	10	6 32½	
25 49 71½	25 50 09½	0 37½	34 40	Do.	10	7 13½	Boundary of reserve, 25 m. 50 c.
25 57 22½	25 65 86	8 63½	353 30	Right	20	7 71½	
25 73 57½	26 48 17½	54 59½	16 00	Do.	40	3 65	
26 51 82½	26 55 02½	3 20½	21 15	Left	5	1 58½	
26 56 61	26 58 16½	1 55½	3 00	Right	5	2 12½	
26 60 29½	26 75 03½	14 74½	27 30	Left	10	4 34½	
26 79 38½	27 22 26	42 87½	2 40	Do.	20	7 96½	
27 30 22½	27 37 95½	7 72½	340 00	Right	8	3 76	Along W. boundary of Locations 52, 51, 50, and 49.
27 41 71½	27 43 83½	2 12	7 00	Do.	7	6 67½	
27 50 50½	27 57 86	7 35½	61 30	Left	40	5 54	2 c. from N.W. angle of Location No. 48, 27 m. 50 c. Boundary of tillage lease No. 6718, 27 m. 75 c. Follows E. bank of Bowes River.
27 63 40	27 75 90½	12 50½	53 30	Right	20	6 41½	
28 2 32½	28 8 72	6 39½	72 00	Do.	15	11 12	
28 19 84	28 22 31½	2 47½	114 30	Left	5	7 44½	Crosses Ballatarra Creek, 28 m. 31 c.
28 29 76	28 31 99	2 23	29 20	Do.	15	9 43½	
28 41 42½	28 47 74	6 31½	353 20	Right	15	8 60½	
28 56 34½	28 67 51	11 16½	26 15	Left	10	8 04½	

Construction of Railways

ADMEASUREMENTS IN DETAIL—continued

STRAIGHTS		LENGTH	BEARING	CURVES			DESCRIPTIVE REMARKS
From	To			Direction	Radius	Length	
M. C. L. 28 75 55½	M. C. L. 28 78 70½	C. L. 3 15	Deg. Min. 340 00	Right	Chains 15	C. L. 7 71½	Crosses Bowes River 28 m. 77 c.
29 6 42	29 34 92	28 50	17 00	Do.	20	9 04½	
29 43 96½	29 60 49½	6 53	40 20	Left	15	8 59½	Opposite S.W. angle Location 641, and through N.W. angle, at 29 m. 41 c.
29 69 03	29 75 21½	6 18½	7 45	Do.	10	7 12½	
30 2 34	30 12 20¼	9 86½	327 00	Right	20	3 82¼	Through N.W. angle Location 656.
30 16 03¼	30 21 44¾	5 41½	338 00	Do.	5	5 82	
30 27 26¾	30 28 48¾	1 21¾	44 45	Do.	10	7 51¼	From N.W. angle Location 46, distance 1½ c., 30 m. 57 c. 50 l.
30 36 00¼	30 44 38¾	8 38¾	8 45	Do.	10	3 98½	
30 48 37¼	31 2 34	33 96¾	31 45	Left	10	4 74¾	From N.W. angle Location 46, distance 1½ c., 30 m. 57 c. 50 l.
31 7 08¾	31 9 01½	1 92¾	4 45	Do.	10	6 09½	
31 15 11	31 26 42	11 31	327 00	Do.	10	4 62	Crossing E. boundary Location 647.
31 31 04	31 48 92¼	17 88¼	300 20	Right	5	3 58½	
31 52 51	31 60 64½	8 13½	341 30	Left	5	6 84½	N.W. boundary, Location 647.
31 67 49	31 70 30	2 81	263 00	Right	4	5 19¼	
31 75 49¼	31 77 40	1 90¼	337 00	Do.	20	3 87¼	N.W. boundary, Location 647.
32 1 27¼	32 5 33¾	3 56¾	348 00	Left	9	8 95	
32 14 79¾	32 23 78½	8 98¾	290 15	Right	20	6 80¼	S.E. angle of 48A Reserve Northampton Townsite, and N.E. angle of Location 250.
32 30 58¾	32 52 17	21 58¼	310 15	Left	20	5 34½	
32 58 51½	32 75 45½	16 94	314 45	Do.	80	10 02¼	
33 5 47¾	33 13 54	8 06¼	307 30	Right	40	12 99	
33 26 53	33 37 61½	11 08½	326 00	Left	40	7 36	
33 44 97½	33 58 00	13 02½	315 45	—	—	—	

All bearings magnetic.