

No. 50.] *Mount Goldsworthy-Ord Ranges-
Depuch Island Railway.* [1962.]

**MOUNT GOLDSWORTHY-ORD
RANGES-DEPUCH ISLAND
RAILWAY.**

11^o Elizabeth II., No. L.

No. 50 of 1962.

**AN ACT to Authorise the Construction of a Railway
from Mount Goldsworthy to Depuch Island and
a railway from the line of the railway from
Mount Goldsworthy to Depuch Island to the
Ord Ranges.**

[*Assented to 20th November, 1962.*]

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and the Legislative Assembly of Western Australia, in this present Parliament assembled, and by the authority of the same, as follows:—

Short title.

1. This Act may be cited as the *Mount Goldsworthy-Ord Ranges-Depuch Island Railway Act, 1962.*

2. In this Act, unless the contrary intention appears,—

Interpre-
tation.

“Schedule” means a schedule to this Act;

“the Agreement” means the agreement a copy of which is set forth in the Schedule to the Iron Ore (Mount Goldsworthy) Agreement Act, 1962, and if that agreement is altered in accordance with its provisions, includes the agreement as so altered from time to time.

3. Subject to section four of this Act, it shall be lawful to construct and maintain the several railways, with all necessary, proper and usual works and conveniences in connection therewith along the lines described respectively in the First and Second Schedules.

Authority
to construct
railways.

4. Notwithstanding anything contained in the Public Works Act, 1902, it shall be lawful to deviate—

Authority
to deviate.

(a) from the line described in the First Schedule to the extent of five miles on either side thereof except that the portion of that line to be constructed on Depuch Island shall be constructed along the line as so described only if the parties to the Agreement agree that it shall be so constructed, in accordance with the provisions of the Agreement and in particular in accordance with subclause (2) of clause 5 and paragraph (c) of clause 7 of the Agreement or shall be constructed along such other line on Depuch Island as those parties may so agree; and

(b) from the line described in the Second Schedule to the extent of five miles on either side thereof.

FIRST SCHEDULE.

Mount Goldsworthy-Depuch Island Railway.

Description of Main Line of Railway.

Commencing at a point 30° East of North and distant 150 chains from Mount Goldsworthy Trig Station as delineated on "Drawing No. 371D-R1, Rev. A, Port Hedland, Provisional Edition, Mt. Goldsworthy Project, Center Line of Proposed Railway, Date 1-10-62", and thence proceeding in a West by South-Westerly direction for 120 chains thence proceeding just North of West (past the Goldsworthy Well in the South-West corner of Pardoo Station) for a distance of 360 chains crossing the North-South boundary between Pardoo and DeGrey Stations into Reserve 4979 thence proceeding West by North-West for a distance of 90 chains, thence proceeding just North of West for a distance of 960 chains out of Reserve 4979 and on through the central regions of DeGrey Station thence proceeding South-West across the DeGrey River for a distance of 160 chains, thence just South of West proceeding for a distance of 220 chains, thence proceeding West by South-West for a distance of 120 chains crossing the Pin Pin Creek and Strelley River, thence proceeding just South of West for a distance of 1440 chains crossing the boundary from DeGrey Station into Strelley Station and also crossing the boundary from Strelley Station into Pippingarra Station thence proceeding just South of West for a distance of 5940 chains passing 20 chains South of the Table Hill Trig Station and proceeding through Reserve 377 and crossing the abandoned Port Hedland-Marble Bar railway and on through Pippingarra Station crossing its Western boundary and entering Boodarie Station crossing the Turner River and the Boodarie Station's Western boundary and entering Mundabullangana Station as delineated on "Drawing No. 371D-R2, Rev. A, Roebourne, Provisional Edition, Mt. Goldsworthy Project, Center Line of Proposed Railway, Date 1-10-62", crossing the Yule River and Balla Balla River, thence proceeding North by North-West for a distance of 370 chains on the mainland passing on the East side of Quartz Hill and 130 chains on a causeway to be constructed and reaching at its end Depuch Island. On reaching Depuch Island the Eastern coastline together with its vagaries is followed until reaching a point 80 chains distant and North-West from the North Point Trig on Depuch Island and being a total distance of 128 miles, all bearings and distances being thereabout, and as more particularly set out and delineated in purple on a map marked "Port Hedland, Provisional Edition, Mt. Goldsworthy Project, Center Line of Proposed Railway, date 1-10-62, Drawing No. 371D-R1, Rev. A" and "Roebourne, Provisional Edition, Mt. Goldsworthy Project, Centre Line of Proposed Railway, Date 1-10-62, Drawing No. 371D-R2, Rev. A" deposited pursuant to the Public Works Act, 1902, Section 96.

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SECOND SCHEDULE.

*Main and Minor spur lines from Mount Goldsworthy-
Depuch Island Railway to the Ord Ranges.*

Description of main line of Railway.

Commencing at a point on the railway line (as described in the First Schedule) 220 chains distant and South by South-West from the Mount St. George Trig Point on the South side of the Ord Ranges and proceeding in an East by North-Easterly direction initially and tending to follow the West bank of the West Strelley River near its confluence with the Pin Pin Creek and the East Strelley River and through North to North-West past the confluence of the Strelley and Ridley Rivers and the DeGrey River and tending to follow the West bank of the Ridley River until reaching a point distant 560 chains from the junction with the main line around the spur curvature and due North and distant 240 chains from the Mount St. George Trig Point. At this point a minor spur turns away to the South through a valley for a distance of 160 chains and the main spur turns to the North and then to the East for a distance of 200 chains and being a total distance of 11 miles 40 chains, all bearings and distances being thereabout and as more particularly set out and delineated in purple on map marked "Port Hedland, Provisional Edition, Mt. Goldsworthy Project, Center Line of Proposed Railway, Date 1-10-62, Drawing No. 371D-R1, Rev. A" deposited pursuant to the Public Works Act, 1902, Section 96.
