WESTERN AUSTRALIA

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VICTORIÆ REGINÆ

No. 30

An Act to confirm the Beverley-Albany Railway Contract, and the Assignment thereof to the West Australian Land Company, Limited; and to define exactly the Line of the said Railway.

[Assented to 19th April, 1888.

WHEREAS by 'The Beverley-Albany Railway Act, 1884' being Preamble an Act of the Legislative Council of this Colony No. 21 of the 48th year of the reign of Her Majesty the Queen power was given to

the Governor acting on behalf of the Colony to enter into a Contract for the construction management and working of a Railway from Beverley to Albany and to do all things necessary and proper in that behalf;

And whereas in pursuance of the said power a Contract bearing date the twenty-fifth day of October 1884 was duly made and executed by and between Sir Frederick Napier Broome Knight Commander of the Most Distinguished Order of Saint Michael and Saint George Governor and Commander-in-Chief in and over the territory of Western Australia and its Dependencies &c. &c. &c. acting for and on behalf of the Government and Colony of Western Australia therein called 'the Government' of the one part and Anthony Hordern Esquire therein called 'the Contractor' of the other part for the construction management and working of a line of Railway from Beverley to Albany proceeding in the direction shown upon a certain map or plan or within certain limits of deviation therefrom upon the terms and conditions in the said Contract specified and agreed upon;

And whereas by one of the terms and conditions of the said Contract power was given to the Contractor to assign all or any of the powers rights and privileges thereby conferred upon him to a Syndicate or Company or other persons and it was provided that the Government of the Colony should have the same rights and remedies against such Syndicate Company or other persons and that such Syndicate Company or other persons should have the same rights and remedies against the Government as they would respectively have had if such Syndicate Company or other persons instead of the Contractor had been parties to the said Contract and that the said Contract should be in such case as far as necessary read and construed as if the words the Syndicate Company or other persons (meaning thereby such Syndicate Company or other persons as aforesaid) according as the case might require were substituted in the said Contract for the words 'the Contractor.' Provided always that whenever any such assignment as aforesaid should be made notice in writing thereof should be forthwith given to the Government by the Syndicate Company or other persons to whom the said powers rights and privileges should have been assigned as aforesaid; And it was further provided by the said Contract that the assigns of the Contractor should for all purposes stand in the place of the assignor;

And whereas a Joint Stock Company under the name of the West Australian Land Company Limited has been formed and incorporated in England under the Companies Acts 1862 to 1883 of the Imperial Parliament for the objects amongst others of acquiring on such terms as might be arranged the benefit of the said Contract dated the twenty-fifth day of October 1884 made pursuant to 'The Beverley-Albany Railway Act, 1884' as aforesaid and to undertake the obligations imposed on the Contractor by that Contract and to carry such contract into effect (with or without modification as might be arranged); And a memorandum and Articles of Association of the said West Australian Land Company Limited were duly registered with the Registrar of Joint Stock Companies in England on the eighteenth day of April 1885;

And whereas by a Deed of Assignment dated the thirtieth day

of June 1885 and made between the Contractor of the one part and the said West Australian Land Company Limited of the other part in pursuance of a preliminary agreement in that behalf dated the twenty-first day of May 1885 and made between the said Contractor and the said Company the Contractor for the considerations therein expressed did thereby assign to the said Company the benefit of the said Contract made between the Governor of the Colony and the Contractor and all the powers rights and privileges conferred upon the Contractor thereby to hold unto the said Company and their assigns absolutely;

And whereas due notice in writing of the said assignment was forthwith given to the Government of the Colony by the said Company;

And whereas it is expedient that the said contract between the Government of Western Australia and the said Contractor and the said assignment thereof to the said Company should be confirmed by Statute;

And whereas since the making of the said Contract of the twenty-fifth day of October 1884 between the Government and the Contractor an accurate Survey has been made of the lands between Beverley and Albany through and over which the said line of Railway proceeds and it is expedient that the direction of the said line should be more exactly defined and set forth than in the said map or plan as aforesaid for the purpose of enabling the Contractor to exercise all the rights of entry upon and taking of lands reserved and granted to the Contractor by the said Beverley and Albany Railway Act 1884 the hereinbefore recited Contract and 'The Railways Act, 1878' 'The Railways Amendment Act, 1879' and 'The Railways Amendment Act. 1882 :

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:-

1. The Contract bearing date the twenty-fifth day of October 1884 and made between the Government and Colony of Western Australia of the one part and Anthony Hordern Esquire of the other part and the assignment bearing date the thirtieth day of June 1885 whereby the said Anthony Hordern did assign to the West Australian Land Company Limited and their assigns absolutely the benefit of the said Contract and all the powers rights and privileges conferred upon the said Anthony Hordern thereby are and each of them is hereby confirmed.

Confirmation of tract to the West Australian Land

2. All the powers rights and privileges conferred upon the said Benefits of Con-Anthony Hordern by the said Contract and all lands moneys and tract vested in Company other benefits which by the said Contract are or ought to be granted paid to or conferred upon the said Anthony Hordern by reason of the said Contract shall be granted paid to or conferred upon and shall vest in and become the sole property of the said Company and the Government of Western Australia shall have the same rights and remedies against the said Company and the said Company shall have the same rights and remedies against the Government as they would each respectively have had if the said Company instead of the said Anthony Hordern had been a party to the said Contract and the said

Contract shall be so far as is necessary read and construed as if the said West Australian Land Company Limited were substituted in the said Contract for the said Anthony Hordern the Contractor. Provided always that the said Company shall in all things perform carry out and complete the said Contract and perform all the duties and obligations and be liable to all the liabilities conditions and restrictions imposed upon the said Anthony Hordern by the said Contract and by 'The Beverley-Albany Railway Act, 1884' and shall carry such Contract into complete effect according to the true intent and meaning thereof.

Power to construct a railway on the land defined in the Schedule 3. It shall be lawful to construct and maintain the said railway from Beverley to Albany with all necessary and sufficient works as provided for in the said Contract in the line and upon the lands described in the Schedule to this Act and the said Contract shall be read and construed so far as is necessary and consistent with the context as if the description of the line of railway in the Schedule hereto had been inserted in a Schedule to 'The Beverley-Albany Railway Act, 1884' and in a Schedule to the said Contract.

F. NAPIER BROOME, GOVERNOR.

SCHEDULE

DESCRIPTION OF LINE OF RAILWAY

The Albany-Beverley Railway commences at a point on the end of a jetty or pier near Albany, within Princess Royal Harbour, as defined by Section 13 of the 'Hordern Contract'; thence along the jetty by a straight line bearing 10° 30′ for 1,795l.; thence by a curve to the left of 9c. radius for 1,100l.; thence by a straight line bearing 300° 30′ for 2,967l.; and thence by a curve to the left of 80c. radius for 1,427l.; thence by a straight line bearing 290° 45′ for 1,298l., and by a curve to the right of 40c. radius for 1,473l., opposite the South end of Mount Street at 1m. 898l.; thence by a straight line bearing 311° 51′ for 382l., crossing the South end of Osnaburg Street at 1m. 2,498l., and by a curve to the left of 30c. radius for 1,364l.; thence by a straight line bearing 285° 50′ for 856l., crossing Spencer Street at 1m. 39c. 28l., and by a curve to the left of 30c. radius for 1,321l., crossing the South end of York Street at 1m. 53c. 91l.; thence by a straight line bearing 285° 50′ for 856l., crossing Parade Street at 1m. 72c. 08l., and by a curve to the left of 60c. radius for 600l.; thence by a straight line bearing 254° 52′ for 350l., crossing Parade Street at 1m. 72c. 08l., and by a curve to the right of 15c. radius for 949l., crossing Gairdner Street at 1m. 79c. 18l.; thence by a straight line bearing 291° 22′ for 1,064l., crossing Melville Street at 2m. 6c. 58l., and by a curve to the right of 50c. radius for 708l.; thence by a straight line bearing 300° 37′ for 462l., and by a curve to the left of 15c. radius for 1,235l., crossing Bay Street at 2m. 26c. 98l.; thence by a straight line bearing 263° 27′ for 3l., and by a curve to the right of 15c. radius for 1,107l.; thence by a straight line bearing 313° 28′ for 2,942l., crossing the Albany the Railway enters the following fee simple and other lands:—496 A, D I, D 2, 497 A, Sub. 70, E 1, E 5, E 4, E 2; 165, 166, 167, 168, 169; B 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34,

 $85,\,86,\,87,\,88,\,89,\,90,\,91,\,92,\,93,\,94,\,95,\,96,\,97,\,98,\,99\,;\,500$ A. On leaving the Township the Railway proceeds from the line last described by the following curves and tangents :—

Straights		Curves			DESCRIPTIVE REMARKS
Lengths	Bearing	Direction	Radius	Length	DESCRIPTIVE IVESIARES
c. I.	Deg. Min.	Left	Chains 40	c. l. 28 19	
33 31	273 5	Right	50	8 96	Enters Loc. 234 at 3m. 79c. 69l.
5 31	283 21	Do.	15	7 55	
0 17	312 11	Left	20	10 72	Enters Loc. 33 at 4m. 28c. 311.
51 10	281 28	Right	60	10 78	
28 39 75 98	291 46 261 19	Left	50 50	26 57	İ
9 44	249 12	Do. Right	30	10 56 11 30)
81 83	270 47	Do.	60	5 16	
8 70	275 44	Left	50	9 20	
65 30	265 10	Right	60	9 83	
30 90	274 34	Do.	20	16 76	
7 08	322 33	Left	40	8 59	
14 93	310 15	Right	50	19 61	Ē
$\frac{41}{54} \frac{41}{72}$	332 40 329 3	Left	80	5 11	70.000 5 250 1121 2221
88 56	329 3 31 19	Right Left	30 30	32 60 13 85	Enters Loc. 150 at 11m. 36311.
30 38	4 52	Do.	40	17 27	Crosses Marbelup Road at 12m. 36311.
32 70	340 8	Right	60	15 53	<u> </u>
45 28	354 58	Left	60	9 62	ļ
13 60	345 47	Do.	40	9 58	
52 62	332 4	Right	80	8 06	
22 66	337 51	Left	57. 28	12 88	
32 41	325 1	Right	15	12 48	1
22 38 75 03	12 41 309 42	Left	30 40	32 94 21 60	
59 77	340 33	Right Do.	40	11 84	
295 55	357 31	Left	80	5 84	
73 42	353 30	Right	60	8 74	
99 84	1 14	Do.	30	19 11	and Address of the Control of the Co
71 84	38 9	Left	60	25 34	Crosses Hay River Road 27m. 73671.
42 93	13 57	Do.	50	21 20	
33 54 15 26	349 40 320 21	Do.	40	20 35	
166 77	346 45	Right Left	40 40	18 32 $29 62$	
78 18	304 19	Right	40	32 18	
47 20	350 25	Do.	20	17 98	
6 41	42 5	Left	20	21 84	
5 65	339 30	Right	80	12 09	Little Control of the
71 05	2 36	Left	40	24 02	
3 29	328 11	Right	30	18 83	
3 80 22 55	$\begin{array}{cccc} 4 & 9 \\ 26 & 37 \end{array}$	Do. Do.	40 40	15 69	
2 51	40 26	Left	30	9 65 15 32	Enters Loc, 224 at 37m. 1649].
3 83	11 10	Right	30	13 04	Enters Reserve 599A at 37m, 33891.
2 01	36 4	Left	20	13 97	(Crosses the Perth-Albany Road at 37m.
10 56	356 1	Do.	40	15 79	•
0 18	333 24	Do.	40	4 26	
8 11	327 18	Right	60	4 83	
6 85	331 55	Left	50	6 85	
6 90	324 4	Right	20	8 55	
12 92	348 34	Left	80	20 08	1

Beverley-Albany Railway Contract—Confirmation

DESCRIPTION OF LINE OF RAILWAY—continued

STRAIGHTS		Curves			Descriptive Remarks
Lengths	Bearing	Direction	Radius	Length	
C. I.	Deg. Min.		Chains	C. L.	
11 50	334 9	Right	80	7 28	Crosses the Perth-Albany Road at 39m.
2 07	339 22	Left	80	6 03	
17 01 3 76	335 3	Right	20	12 94	7. 7
	49 16	Do.	20	12 94	Enters Reserve at 39m, 71721.
53 27		Left	30	14 42	Crosses the Perth-Albany Road at 39m.
105 51 55 39	21 6 48 51	Right Left	40 40	19 37 9 95	Enters Loc. 275 at 39m. 79271.
18 89	34 35	Do.	20	18 55	Enters 776 at 40m. 1677L Enters 362 at 40m. 5382L
6 56	341 27	Right	20	14 38	-meets de no romi spont.
0 95	22 38	Left	40	25 70	
214 90	345 51 330 48	Do.	50	13 13	_
$21 96 \\ 14 13$	354 42	Right Left	$\frac{20}{40}$	8 34	Enters Loc, 12 at 47m, 31001.1
1 95	334 57	Do.	30	15 91	Crosses the Kalgan River at 47m. 5470l.
7 48	304 33	Right	25	10 25	
1 45	328 3	Left	20	10 22	Enters Loc. 27 at 48m, 4030L
14 11	298 46	Left	20	10 35	
6 89	269 6	Right	20	12 44	
6 16 15 23	304 45 255 38	Left	20 30	17 14	
14 04	281 21	Right Do.	20	13 46 16 08	
3 59	327 25	Do.	40	23 94	
4 54	1 43	Left	30	35 16	
59 42	294 33	Right	20	23 09	
53 02	$\begin{vmatrix} 0 & 42 \\ 340 & 6 \end{vmatrix}$	Left	40	14 38	
244 98 75 73	340 6 305 39	Do. Right	40 80	24 05	
51 79	339 21	Left	40	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	
10 51	306 12	Right	60	36 02	
31 80	340 40	Do.	50	9 67	
110 96	351 41	Left	40	19 31	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Do.	30	17 22	
19 58	320 19	Right Do.	30 50	15 29 9 44	
62 15	331 8	Do.	30	12 42	Enters Loc. 166 at 62m. 43331.
76 54	354 52	Left	30	15 81	Enters Reserve 686 at 62m, 59641.
27 83	324 40	Right	50	17 33	
26 48	344 32	Do.	30	30 24	
164 38 53 14	$\begin{array}{c c} 42 & 18 \\ 65 & 21 \end{array}$	Do. Left	40 50	16 09	
250 15	55 53	Right	40	$\begin{array}{c} 8 \ 26 \\ 21 \ 10 \end{array}$	
50 46	86 7	Left	30	26 18	
9 84	36 7	Do.	30	17 37	
17 07	2 56	Right	40	16 65	
181 48 75 06	26 47 35 51	Do.	50	7 91	Enters Loc, 169 at 74m. 12081.
114 03	348 38	Left Right	40 50	33 01 16 01	
439 77	6 59	Left	80	10 16	
67 51	347 34	Do.	80	19 42	
125 81	310 28	Right	50	14 11	
87 35 199 15	326 38	Do.	50	12 27	
199 TO	340 42	Do.	50	41 80	

$Beverley-Albany\ Railway\ Contract-Confirmation$

DESCRIPTION OF LINE OF RAILWAY—continued

Lengths						
C. L. Deg. Min. Chains C. L. Sept.	Straights			Curves		Descriptive Remarks
159 88	Lengths	Bearing	Direction	Radius	Length	
128 57		Deg. Min.				
11 58						
62 79						
25 13						
29 00 357 5 Right 20						
52 20 0 25 Do. 30 17 99 30 85 326 2 Do. 15 10 01 8 06 287 48 Right 15 10 25 26 83 326 67 Do. 60 10 56 29 90 5 47 Left 40 10 26 37 99 351 5 Do. 30 9 76 32 64 332 26 Do. 30 18 59 15 12 296 56 Right 30 11 36 15 17 318 38 Do. 30 13 55 8 70 344 31 Do. 40 16 44 82 02 8 5 Left 20 15 47 41 61 328 45 Right 20 17 15 22 39 18 58 Left 15 17 73 57 15 306 10 Right 20 17 15 57 15 306 10 Right 50 18 86 132 28 339 1 Left 50 9 52 144 90 328 6 Do. 50 15 20 62 99 310 46 Right 60 18 92 16 48 328 50 Do. 40 29 53 8 50 11 8 Left 50 46 52 11 90 288 52 Right 30 13 30 1 77 7 30 328 18 Right 30 13 30 1 77 7 30 328 1 Right 50 18 86 132 28 339 1 Left 50 46 52 144 90 328 6 Do. 40 29 53 8 50 11 8 Left 50 46 52 11 90 288 52 Right 40 21 07 1 1 90 288 52 Right 40 21 07 1 1 90 288 52 Right 50 16 14 12 60 319 2 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 3 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 3 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 3 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 3 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 40 21 07 162 319 3 Bo. 40 11 15 10 48 352 52 Do. 40 11 15 10 48 352 52 Do. 40 11 15 10 48 352 55 Do. 40 11 15 10 48 352 52 Right 40 21 07 29 65 25 14 Left 20 22 89 10 66 25 7 Right 40 23 35 10 67 7 298 29 Right 40 23 35 10 67 7 298 29 Right 40 23 35 10 67 7 298 29 Right 40 23 35 10 67 7 298 29 Right 40 21 58 17 18 5 44 Do. 40 24 37 28 71 40 39 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 28 71 40 39 Left 40 50 18 28 71 40 39 Left 50 18 28 71 40 39 Left 50 18 28 71 40 39 Right 40 21 58 17 18 5 44 Do. 40 31 Enters Loc. 144 at 130m. 69931.	29 00					
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144 99 328 6 Do. 50 15 20 18 92						
62 99 310 46 Right 60 18 92 Enters Loc. 138 at 114m. 41131. 16 48 328 50 Do. 40 29 53 8 59 11 8 Left 50 48 52 8 16 3 315 32 Right 30 13 30 1 77 340 56 Left 30 27 26 11 90 288 52 Right 40 21 07 1 62 319 3 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 2 Do. 20 17 38 4 84 8 50 Left 40 11 15 10 48 352 52 Do. 20 8 84 1 82 327 33 Right 15 15 22 9 65 25 14 Left 20 22 89 1 82 327 33 Right 40 23 35 9 90 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 23 35 156 340 31 Do. 60 16 85 17 18 5 44 Do. 40 24 37 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m, 65381.						
16 48 328 50 Do. 40 29 53 8 59 11 8 Left 50 48 52 81 63 315 32 Right 30 13 30 1 77 340 56 Left 30 27 26 11 90 288 52 Right 40 21 07 1 62 319 3 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 2 Do. 20 17 38 Left 40 11 15 Left 32 22 24 182 327 33 Right 15 15 22 Left 20 22 89 Left 20 22 89 Left 39 319 39 Right 20 14 89 21 8 Do. 30 10 75 36 71 10 32 Left 40 23 35 28 13 308 30 Left 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 23 35 22 31 323 28 Do. 40 31 98 156 77 298 29 Right 40 22 35 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Left 50 Left 40 24 37 Left 40 25 35 Left 40 15 21 Left 40 24 37 Left 40 L						Enters Log 138 of 114m 41137
81 63 315 32 Right 30 13 30 17 77 340 56 Left 30 27 26 11 90 288 52 Right 40 21 07 1 62 319 3 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 2 Do. 20 17 38 Enters Loc. 238 at 120m. 8031. Enters Loc. 218 at 120m. 35631. 10 48 352 52 Do. 20 28 84 1 82 327 33 Right 15 15 22 Enters Loc. 218 at 120m. 35631. 14 89 2 18 Do. 80 14 89 2 18 Do. 80 14 89 2 18 Do. 80 14 89 90 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 22 35 23 31 323 28 Do. 40 11 93 Enters Loc. 55 at 128m. 42811. 17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m. 60931. Enters Loc. 158 at 131m. 65381.						Directs 100: 100 at 114m; 4110h
1 77 340 56 Left 30 27 26 11 90 288 52 Right 40 21 07 1 62 319 3 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 2 Do. 20 17 38 Enters Loc. 238 at 120m, 8031. Enters Loc. 218 at 120m, 8031. Enters Loc. 228 at 120m, 8031. Enters Loc. 136 at 120m, 71471. 13 99 319 39 Right 20 14 89 Enters Loc. 136 at 120m, 71471. 13 99 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 Left 80 13 98 Left 80 14 93 Left 80 15 21 Left 40 15 21 Left 40 15 21 Left 40 15 21 Left 40 24 37 Left 40 39 Left 30 23 27 Left Enters Loc. 158 at 131m, 65381.		11 8	Left	50		
11 90 288 52 Right 40 21 07 17 63 54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 2 Do. 20 17 38 Enters Loc. 238 at 120m. 8031. 4 84 8 50 Left 40 11 15 Enters Loc. 218 at 120m. 35631. 10 48 352 52 Do. 20 8 84 1 82 327 33 Right 15 15 22 Enters Loc. 225 at 120m. 66191. Enters Loc. 136 at 120m. 71471. 13 99 319 39 Right Do. 80 10 75 Enters Loc. 136 at 120m. 71471. 13 99 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 23 35 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 Enters Loc. 5 55 at 128m. 42811. 9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 158 at 131m. 65381.						
1 62 319 3 Do. 40 17 63 54 91 344 19 Left 30 22 92 14 14 30 300 32 Right 50 16 14 12 60 319 2 Do. 20 17 38 48 8 50 Left 40 11 15 Enters Loc. 238 at 120m. 8031. 4 84 8 50 Left 40 11 15 Enters Loc. 218 at 120m. 35631. 10 48 352 52 Do. 20 8 84 1 82 327 33 Right 15 15 22 Enters Loc. 218 at 120m. 66191. 9 65 25 14 Left 20 22 89 Enters Loc. 136 at 120m. 71471. 13 99 319 39 Right 20 14 89 218 Do. 80 10 75 36 71 10 32 Left 40 28 35 9 90 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 23 35 156 36 34 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 158 at 13m. 65381.						
54 91 344 19 Left 30 22 92 14 30 300 32 Right 50 16 14 12 60 319 2 Do. 20 17 38 4 84 8 50 Left 40 11 15 10 48 352 52 Do. 20 8 84 1 82 327 33 Right 15 15 22 Enters Loc. 218 at 120m, 35631. 9 65 25 14 Left 20 22 89 Enters Loc. 225 at 120m, 6619l. 13 99 319 39 Right 20 14 89 14 89 2 18 Do. 80 10 75 Botal 120m, 7147l. Enters Loc. 136 at 120m						
14 30 300 32 Right 50 16 14 12 60 319 2 Do. 20 17 38 4 84 8 50 Left 40 11 15 10 48 352 52 Do. 20 8 84 1 82 327 33 Right 15 15 22 9 65 25 14 Left 20 22 89 Enters Loc. 225 at 120m. 6619l. 13 99 319 39 Right 20 14 89 41 89 2 18 Do. 80 10 75 36 71 10 32 Left 40 28 35 9 90 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 28 71 40 39 Left 30 2			,			
12 60 319 2 Do. 20 17 38 Enters Loc, 238 at 120m, 803l, 4 84 8 50 Left 40 11 15 Enters Loc. 218 at 120m, 8563l. 10 48 352 52 Do. 20 8 84 4 18 352 52 Do. 40 14 89 10 16 36 31 10 32 Left 40 22 89 Enters Loc. 136 at 120m, 7147l. 13 99 319 39 Right Do. 80 10 75 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 Enters Loc, 5 55 at 128m, 4281l. 9 16 340 31 Do. 60 16 85 52 18 Enters Loc, 134 at 130m, 6993i, 28 71 40 39 Left 30 23 27 Enters Loc, 158 at 131m, 6538l.			1	1		
4 84 8 50 Left 20 22 89 Enters Loc. 225 at 120m, 66191. 1 82 327 33 Right 15 15 22 Enters Loc. 225 at 120m, 66191. 2 9 65 25 14 Left 20 22 89 Enters Loc. 136 at 120m, 71471. 13 99 319 39 Right 20 14 89 41 89 2 18 Do. 80 10 75 36 71 10 32 Left 40 23 35 9 90 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 156 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 13m, 65381.	12 60					Enters Loc, 238 at 120m, 8031,
1 82 327 33 Right 20 22 89 Enters Loc. 225 at 120m. 66191. 28 965 25 14 Left 20 22 89 Enters Loc. 136 at 120m. 71471. 29 36 71 10 32 Left 40 28 35 99 00 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 Enters Loc. 5 55 at 128m. 42811. 29 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m. 60931. 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m. 65381.						
9 65 25 14 Left 20 22 89 Enters Loc. 136 at 120m, 7147l. 13 99 319 39 Right 20 14 89 41 89 2 18 Do. 80 10 75 36 71 10 32 Left 40 28 35 9 90 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m, 6538l.						
13 99 319 39 Right 20 14 89 41 89 2 18 Do. 80 10 75 36 71 10 32 Left 40 28 35 9 90 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 Enters Loc. S 55 at 128m, 42811. 9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m, 69931, 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m, 65381.						
41 89						Enters Loc. 136 at 120m. 71471.
36 71 10 32 Left 40 28 35 9 90 329 55 Do. 40 38 26 104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 28 71 40 39 Left 30 23 27 Enters Loc. 158 13m. 6381. <td></td> <td></td> <td></td> <td></td> <td></td> <td>}</td>						}
104 69 275 7 Right 40 23 35 28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 Enters Loc. S 55 at 128m, 42811. 9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m. 69931. 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m. 65381.						
28 13 308 30 Left 80 13 98 156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 Enters Loc. S 55 at 128m, 42811. 9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m, 69931, 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m, 65381.		329 55	Do.	40	38 26	
156 77 298 29 Right 40 26 16 32 31 323 28 Do. 40 11 93 Enters Loc. S 55 at 128m. 42811. 9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m. 6993i. 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m. 6538i.						
32 31 323 28 Do. 40 11 93 Enters Loc, S 55 at 128m, 42811. 9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc, 144 at 130m, 69931. 28 71 40 39 Left 30 23 27 Enters Loc, 158 at 131m, 65381.						
9 16 340 31 Do. 60 16 85 52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m. 69931. 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m. 65381.						Dufana Tan G 55 at 100m 400m
52 98 356 36 Left 40 15 21 48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m. 69931. 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m. 65381.				1		Enters 1.00, S 55 at 128m, 42811.
48 72 334 49 Right 40 21 58 17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m. 69931. 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m. 65381.						
17 18 5 44 Do. 40 24 37 Enters Loc. 144 at 130m. 69931. 28 71 40 39 Left 30 23 27 Enters Loc. 158 at 131m. 65381.						
				1		Enters Loc. 144 at 130m. 6993i.
55 00 356 13 Do. 80 27 78						Enters Loc. 158 at 131m, 65381.
	55 00	356 13	Do.	80	27 78	

Beverley-Albany Railway Contract—Confirmation

DESCRIPTION OF LINE OF RAILWAY—continued

STRAIGHTS		Curves			Descriptive Remarks
Lengths	Bearing	Direction	Radius	Length	
C. L.	Deg. Min.	T	Chains	0, 1, 97 91	
27 26 18 60	336 19 297 12	Left Right	40 80	27 31 8 70	
11 06	303 26	Left	50	5 23	
5 06	297 26	Right	30	19 84	Enters Reserve 338Å at 134m. 3453l.
14 99	335 20	Do.	80	7 44	Enters Loc. 79 at 134m, 4608l.
326 11	340 40	Do.	80	22 66	
$\begin{array}{cccc} 8 & 22 \\ 62 & 05 \end{array}$	356 56	Left	30 50	15 74 4 80	
36 02	326 52 330 18	Right Do.	60	21 57	
32 11	350 54	Left	30	22 21	
34 06	308 27	Right	50	33 86	
3 35	347 15	Do.	40	22 45	
26 52	19 25	Left	50	10 94	
34 25	6 53	Do.	40 50	20 36 9 26	
45 63 7 30	337 43 348 20	Right Left	40	18 66	
6 28	321 36	Right	30	24 97	
7 99	9 18	Left	50	17 21	
10 29	349 35	Right	40	16 20	
17 38	12 47	Left	25	17 18	
1 22	333 24	Right	30	24 77	
29 26	20 43	Left	30	28 33	
7 41 101 49	326 36 335 53	Right Do.	80 60	12 96 26 93	
6 36	1 36	Left.	50	15 21	
12 62	344 10	Right	50	13 28	
39 76	359 23	Do.	40	25 56	
48 53	36 0	Left	20	36 93	
15 46	290 12	Right	30	18 59 6 74	
34 83 14 98	325 42 320 52	Left Right	80 20	26 45	
13 06	36 38	Left	30	18 58	
8 61	1 8	Right	30	14 38	
4 63	28 36	Left	25	18 33	
46 27	346 36	Do.	60	39 22	A 70 . 70 . 454
89 38 22 40	309 25 266 31	Do.	50 50	37 40 19 28	Crosses Buchanan River 156m, 2498i.
35 59	288 37	Right Do.	40	33 92	
4 35	337 12	Do.	50	25 68	
52 62	6 38	Do.	50	13 05	
64 47	21 36	Left	50	56 48	
11 46	316 53	Do.	60	17 65	
49 05	300 1	Right	60	35 68	
85 60 189 69	334 5	Do. Left	50 50	$\begin{bmatrix} 25 & 73 \\ 28 & 71 \end{bmatrix}$	Crosses Arthur River 164m. 27c. 381.
201 59	330 47	Right	80	25 30	Closses Arthur Mivel 104m. 27c. 561.
5 08	348 55	Do.	50	20 00	
69 58	11 50	Left	40	36 65	
92 71	319 20	Right	80	24 79	
85 34	337 5	Left	60	14 17	
118 28 47 31	323 33 329 12	Right Do.	80 16	7 89 16 22	
6 63	27 19	Left	16	24 99	
5 44	297 49	Right	16	14 82	
25 14	351 15	Do.	80	4 42	
	<u> </u>	1	1	<u> </u>	·

$Beverley-Albany\ Railwag\ Contract-Confirmation$

DESCRIPTION OF LINE OF RAILWAY-continued

Straights		Curves			Descriptive Remarks
Lengths	Bearing	Direction	Radius	Length	DESCRIPTIVE TERMANICS
c. L. 14 18	Deg. Min. 354 24	Right	Chains 80	c. L. 11 70	
10 31	2 47	Left	50	17 07	
2 22	343 13	Do.	50	10 83	
28 76	330 48	Do.	60	13 75	
16 73	318 17	Right	30	14 72	
53 78	346 25	Do.	40	9 24	Enters Loc. 177, 179m. 2c. 68l.
55 05	359 39	Left	40	11 87	Enters S.O.L. 7 178 179m. 61c. 98l.
11 55	342 39	Right	20	7 24	Enters Loc. 153, 180m, 11c. 831.
$755 \\ 1120$	3 23 327 16	Left Right	20	12 61	
4 14	651 30	Left	16	23 25	
6 84	283 35	Right	16	25 26	
23 18	13 11	Left	16	23 07	
1 64	290 33	Right	15	16 58	İ
2 38	352 11	Left	15	15 11	
2 08	294 27	Right	15	22 62	
3 89	20 58	Do.	16	4 88	
41 19	38 22	Left	30	26 18	
22 47	348 22	Do.	40	10 23	
17 55 13 50	333 43 49 56	Right	25	33 25 5 12	
8 33	59 43	Do. Left	30 16	15 38	Enters Too 120 185m 700 971
8 13	4 35	Right	20	14 27	Enters Loc. 139, 185m. 72c. 37l. Enters Loc. 14, 186m. 13c. 27l.
0 61	45 29	Left	20	16 04	Miters 1905, 14, 100Hr. 1905, 271.
7 13	359 27	Right	25	21 61	
20 11	48 59	Left	20	26 57	
3 16	332 51	Right	18	15 06	
11 20	20 39	Left	40	30 28	
45 44	337 17	Right	50	29 38	
41 89 34 30	10 57 23 9	Do. Left	60 40	$12 77 \\ 19 32$	
19 89	355 28	Do.	60	20 26	
108 60	336 14	Do.	60	18 38	
18 30	318 41	Right	50	24 35	
44 19	346 35	Do.	60	15 67	
84 53	1 33	Left	40	34 51	
63 44	312 8	Right	40	33 30	
67 22	359 50	Left	50	24 01	
56 92	332 19	Do.	80	19 17	
18 52 83 37	318 35 329 30	Right Do.	80 40	$15 24 \\ 25 01$	
22 52	5 20	Left	40	18 94	
32 14	338 11	Right	30	14 31	
3 72	5 31	Do.	30	14 22	
13 12	32 41	Left	60	12 41	
37 25	20 50	Do.	80	31 67	
14 53	358 9	Do.	30	33 29	
90 94	294 32	Right	30	23 58	
12 17	339 34	Left	50	21 89	Crosses Hotham River, 204m. 78c. 98l.
$\begin{array}{c c} 96 & 17 \\ 21 & 96 \\ \end{array}$	314 31 344 23	Right Do.	40 80	20 85 23 66	
38 08	1 20	Do.	80	5 72	
22 12	5 26	Left	80	15 39	
4 55	354 25	Right	40	29 09	
56 28	36 5	Left	30	36 38	

Beverley-Albany Railway Contract—Confirmation

DESCRIPTION OF LINE OF RAILWAY-continued

Straights		Curves			Descriptive Remarks
Lengths	Bearing	Direction	Radius	Length	DESCRIPTIVE REMARKS
C. L.	Deg. Min.		Chains	с. г.	
14 96	326 37	Right	40	13 61	
33 88	346 7	Left	80	12 89	
33 65	336 53	Right	100	8 56	
98 61	341 57	Left	50	24 63	
55 37	313 34	Right	60	15 99	
123 11	328 52	Do.	30	14 62	Enters Loc. 1555, 214m. 50c. 331.
62 82	356 48	Do.	80	13 22	
30 63	6 16	Left	40	17 74	
$22 \ 11$	340 51	Right	80	11 52	
19 50	349 6	Left	50	10 27	
76 04	337 20	Right	80	20 25	
73 74	351 50	Left	80	32 37	
42 67	328 39	Right	100	14 25	
37 50	336 52	Do.	100	7 91	
60 39	341 24	Left	100	18 58	
149 22	330 46	Right	100	5 67	Enters Loc. 711, 223m. 77c. 081.
78 95	334 1	Left	40	15 17	,
10 02	312 18	Right	30	23 35	
142 66	356 54	Do.	60	32 76	Enters S 1128, 228m. 6c. 931.
58 72	28 1	Left	40	14 97	
12 05	6 35	Right	100	9 07	
25 55	11 57	Left	80	37 12	;
331 68	245 22	Do.	50	25 97	Enters Loc. 658, 232m, 43c, 63l,
52 44	315 37	Right	40	26 41	Enters Loc. D, 233m. 62c. 16l.
30 85	353 26	Left	60	21 32	Enters Loc. 1559.
35 18	333 5	Right	30	19 58	Enters Loc. 483.
13 30	10 29	Left	60	32 55	Crosses Beverley Road, 237m. 3c.
8 38	339 26	Right	80	13 51	,
36 10	354 55	Left	40	28 36	
99 33	314 17	Right	80	26 07	Enters Reserve 231A, 239m. 20c. 311.
24 00	332 57	Do.	100	36 29	Enters Loc. 60, 240m. 40c. 08l.; enters Loc. 1179, 241m. 3c. 78l.; enters Loc. 1178, 241m. 6c. 98l.
31 87	353 45	Do.	100	15 10	Enters Loc. 422, 241m. 34c. 48l.; enters Loc. 324, 241m. 54c. 98l.
27 57	2 24	Left	80	41 29	Enters 1217 subdivided, 241m. 71c. 231.;
8 28	332 50				Junction with the Eastern Railway.

All Bearings true North.

The Railway enters the Beverley Township Boundary at 241m. 79c. 13l., crosses Taylor Street at 242m. 38c. 00l., and enters S 19 at 242m. 38c. 18l.; terminating by a line bearing 332° 50′, and joining the York-Beverley Branch of the Eastern Railway at the terminus thereof—being a total length of 242m. 55c. 70l.