
WESTERN AUSTRALIA

ANNO QUADRAGESIMO NONO

VICTORIÆ REGINÆ

No. 5

An Act to authorise the Further Extension of the Eastern Railway. [*Assented to 18th September, 1885.*]

WHEREAS it is expedient to authorise the extension and maintenance of the Eastern Railway from York to Beverley: 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 Eastern Railway Further Extension Act, 1885.'

2. It shall be lawful to extend and maintain the Railway from York to Beverley, 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.

Short title

Power to construct Railway from York to Beverley

F. NAPIER BROOME,
GOVERNOR.

Eastern Railway—York to Beverley

SCHEDULE

EASTERN RAILWAY EXTENSION (FOURTH SECTION)

Description of Line of Railway from York to Beverley

This line starts at a point 89m. 39c. 92l. from Fremantle, being the Terminus of the 3rd Section, and in Loc. Y; thence going in a straight line bearing $177^{\circ} 34'$ for 33l.; thence by a curve of 30c. rad. to the left, the chord of which bears $165^{\circ} 30' 30''$, out of Loc. Y and into Loc. V, for a distance of 12c. 63l.; thence by a straight line bearing $153^{\circ} 27'$, crossing an uncleared road at 89m. 54c. 28l., and terminating in a Cultivated Field, being part of Loc. V, for a distance of 4c. 20l.; thence by a curve of 40c. rad. to the left, the chord of which bears $140^{\circ} 28' 30''$, out of Cultivated Field, crossing a cleared road at 89m. 61c. 90l., to and across Sub-division of Loc. V, crossing the boundary of York Townsite at 89m. 68c. 95l., across an uncleared road, again through part of V, crossing an uncleared road at 89m. 73c. 50l., and terminating in a Cultivated Field, being part of Loc. t, for a distance of 18c. 12l.; thence by a straight line bearing $127^{\circ} 30'$, out of Cultivated Field, crossing Bland's Brook at 89m. 79c. 27l., through S. S. Parker's Cultivated Paddock, crossing an improved road at 90m. 7c. 53l., and terminating in a partly cleared paddock and still in Loc. t, the distance being 73c. 17l.; thence by a curve of 60c. rad. to the right, the chord of which bears $138^{\circ} 23'$, out of partly improved paddock and into Cultivated Paddock for 22c. 78l.; thence by a straight line bearing $149^{\circ} 15'$, out of Cultivated Paddock, through unimproved land, being part of Loc. t, to and across Loc. U, and terminating in Loc. Y, for a distance of 2m. 29c. 82l.; thence by a curve of 50c. rad. to the right, the chord of which bears $165^{\circ} 30'$, for 28c. 36l.; thence by a straight line bearing $181^{\circ} 45'$, keeping within 4c. and almost parallel to the York-Beverley Road for 65c., out of Loc. Y and into Loc. Z, the distance of the line being 77c. 84l.; thence by a curve of 60c. rad. to the left, the chord of which bears $172^{\circ} 55'$, for 18c. 50l.; thence by a straight line bearing $164^{\circ} 5'$ for 53c. 3l.; thence by a curve of 30c. rad. to the right, the chord of which bears $179^{\circ} 29'$, into a Cultivated Field at 95m. 65c. 20l., terminating at 16c. 12l.; thence by a straight line bearing $194^{\circ} 52'$ for 1c. 41l.; thence by a curve of 25c. rad. to the right, the chord of which bears $214^{\circ} 26'$, out of Cultivated Field, the chainage at this point being 96m. 0c. 71l.; still keeping in Loc. Z, the line runs along the York-Beverley Road for 3c. 50l. at 96m. 8c. 50l., and terminates at 17c. 7l.; thence by a straight line bearing $233^{\circ} 59'$ crossing a large brook at 96m. 31c. 77l., and terminating on its bank, the distance being 20c. 30l.; thence by a curve of 35c. rad. to the left, the chord of which bears $200^{\circ} 57'$, for 40c. 36l.; thence by a straight line bearing $167^{\circ} 55'$, out of Loc. Z and into Loc. q, for a distance of 69c. 72l.; thence by a curve of 40c. rad. to the right, the chord of which bears $180^{\circ} 35'$, for 17c. 69l.; thence by a straight line bearing $193^{\circ} 15'$ for 46c. 54l.; thence by a curve of 50c. rad. to the left, the chord of which bears $180^{\circ} 44' 30''$, out of Loc. q and into the North-west corner of Church of England Glebe Land, for 21c. 83l.; thence by a straight line bearing $168^{\circ} 14'$, out of Glebe Land, again through Loc. q and terminating in Loc. o, for a distance of 1m. 49c. 88l.; thence by a curve of 80c. rad. to the left, the chord of which bears $160^{\circ} 49'$, for 20c. 71l.; thence by a straight line bearing $153^{\circ} 24'$ for 54c. 75l.; thence by a curve of 80c. rad. to the right, the chord of which bears $158^{\circ} 41'$, for a distance of 14c. 75l.; thence by a straight line bearing $163^{\circ} 58'$, out of Loc. o and into Loc. n, for a distance of 1m. 9c. 85l.; thence by a curve of 30c. rad. to the left, the chord of which bears $142^{\circ} 22'$, for 22c. 62l.; thence by a straight line bearing $120^{\circ} 46'$, out of Loc. n across Staunton Springs Road, the mileage at this point being 103m. 3c. 34l., and again into Loc. n crossing the Dale River at 103m. 67c. 70l., and terminating in Loc. m, for a distance of 1m. 15c. 55l.; thence by a curve of 160c. rad. to the right, the chord of which bears $122^{\circ} 53' 30''$, for 11c. 87l.; thence by a straight line bearing $125^{\circ} 1'$, out of Loc. m and crossing the York-Beverley Road at 104m. 61c. 50l., and again into Loc. m, for a distance of 38c. 46l.; thence by a curve of 30c. rad. to the left, the chord of which bears $106^{\circ} 56'$, for 18c. 94l.; thence by a straight line bearing $88^{\circ} 51'$, out of Loc. m, and terminating

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in Loc. k, for a distance of 1m. 59c. 46l.; thence by a curve of 50c. rad. to the right, the chord of which bears $101^{\circ} 50' 30''$, for 22c. 68l.; thence by a straight line bearing $114^{\circ} 50'$ for 9c. 12l.; thence by a curve of 50c. rad. to the right, the chord of which bears $118^{\circ} 53' 30''$, out of Loc. k across the York-Beverley Road at 107m. 17c., and again into k, for 7c. 8l.; thence by a straight line bearing $122^{\circ} 57'$ keeping 1c. off and parallel to the York-Beverley Road, for a distance of 1m. 0c. 2l.; thence by a curve of 80c. rad. to the left, the chord of which bears $115^{\circ} 52'$, for 19c. 78l.; thence by a straight line bearing $108^{\circ} 47'$, out of Loc. k and into Government Reserve 600A, for 71c. 37l.; thence by a curve of 30c. rad. to the right, the chord of which bears $130^{\circ} 24' 30''$, out of 600A, across John Street, and through Beverley Suburban Lots 12, 11, and into 10, for 22c. 65l.; thence by a straight line bearing $152^{\circ} 2'$, out of Suburban Lot 10 to and across Suburban Lots 9, 8, and 7, for a distance of 19c. 94l., terminating at Vincent Street; the through mileage being 109m. 79c. 50l., and continued on to 110m. 15c. 60l., or thereabouts.
