



WESTERN AUSTRALIA.

ANNO QUADRAGESIMO QUARTO

VICTORIÆ REGINÆ.

No. XVIII.

AN ACT to authorise the Extension of "The Eastern Railway."

[Assented to, 7th April, 1881.]

WHEREAS it is expedient to authorise the extension and maintenance of "The Eastern Railway" from Guildford to a point in the neighborhood of Chidlow's Well designated in the Schedule hereto: 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 Extension Act, 1881."

Short Title.

2 IT shall be lawful to extend and maintain the Railway from Guildford to a point in the neighborhood of Chidlow's Well designated in the Schedule hereto, with all necessary, proper, and usual works and conveniences in connection therewith, in the line, and upon the lands described in the said Schedule.

Railway to be extended to Chidlow's Well.

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§ IT shall not be lawful in extending the said railway, or for any purpose whatever, for the Commissioner of Railways to enter upon, resume, or take any portion of that piece of land in the town of Guildford known as "Stirling Square," any Act, law, or authority to the contrary notwithstanding.

In the name and on behalf of the Queen I hereby assent to
this Act.

WILLIAM C. F. ROBINSON, Governor.

SCHEDULE

Eastern Railway Extension Act, 1881.

SCHEDULE.

DESCRIPTION OF LINE OF RAILWAY.

The extension commences at a point in the Southern portion of Lot No. 16, in the township of Guildford, by a curve of about 20c. radius in an easterly direction; thence in a straight line through the South-East corner of Town Lot 97 to a point on the South side of Stirling Square in James Street; thence by a curve of 40 chains radius to the centre of James Street, and thence in a straight line along the centre of James Street and Mangles Street to a point about opposite Town Lot 40; thence by a reverse curve of about 15 chains radius to a point on the South side of Swan Street; thence in a straight line bearing $56^{\circ} 0' 11''$ to and across Swan Street at 52c. 16l. and 54c. 83l., being respectively 1,042 and 1,263l. from Waylen Street; thence through locs. 88, 89, 90, and 91 to and across East at 70c. 41l., and 72c. 18l., the distance from the East side of the street to the York Road being 64l.; thence across loc. 27 and into loc. 185, then by a curve of 80c. rad., starting at 73c. 8l., and terminating at 75c. 35l., the chord of which bears $55^{\circ} 46' 30''$, thence by a straight line which bears $55^{\circ} 22'$ out of loc. 185 into loc. 16 (Sir J. Stirling's); thence by a curve of 30c. rad. for 12c. $22\frac{1}{2}$ l., the chord of which bears $67^{\circ} 02' 30''$; thence by a straight line bearing $78^{\circ} 43'$ for 32c. 26l.; thence by a curve of 30c. rad. for $20^{\circ} 49'$, the chord of which bears $98^{\circ} 17'$; thence by a straight line bearing $117^{\circ} 51'$ for 77c. 47l.; thence by a curve of 50c. rad. for 17c. $80\frac{1}{2}$ l., the chord of which bears $107^{\circ} 39'$; thence by a straight line bearing $97^{\circ} 27'$ for 1m. 26c. 81l.; thence by a curve of 50c. rad. for 22c. $25\frac{1}{2}$ l., the chord of which bears $110^{\circ} 12'$; thence by a straight line bearing $122^{\circ} 57'$ for 5c. 17l.; thence by a curve of 50c. rad. for 26c. $64\frac{1}{2}$ l., the chord of which bears $138^{\circ} 13'$; thence by a straight line bearing $153^{\circ} 29'$ for 10c. 39l.; thence by a curve of 50c. rad. for 4c. $4\frac{1}{2}$ l., the chord of which bears $151^{\circ} 14' 30''$; thence by a straight line bearing 149° for 25c. $70\frac{1}{4}$ l. out of 16 into 20b; thence by a curve of 15c. rad. for 12c. $79\frac{1}{4}$ l., the chord of which bears $124^{\circ} 34'$; thence by a curve of 18c. rad. for 11c. 24l., the chord of which bears $118^{\circ} 01' 30''$; thence by a straight line bearing $135^{\circ} 55'$ for 10c. $80\frac{1}{2}$ l.; thence by a curve of 20c. rad. for 14c. 13l., the chord of which bears $115^{\circ} 40' 30''$; thence by a straight line bearing $95^{\circ} 26'$ for 6c. 44l.; thence by a curve of 30c. rad. for 5c. 25l., the chord of which bears $100^{\circ} 26'$; thence by a curve of 20c. rad. for 15c. $62\frac{1}{2}$ l., the chord of which bears $83^{\circ} 03'$; thence by a curve of 12c. rad. for $937\frac{1}{2}$ l., the chord of which bears $38^{\circ} 17'$ out of 20b into A245; thence by a curve of 12c. 78l. rad. for 10c. 86l., the chord of which bears $40^{\circ} 13' 30''$; thence by a straight line bearing $64^{\circ} 33'$ for 1c.; thence by a curve of 15c. rad. for 12c. 70l., the chord of which bears $88^{\circ} 52' 30''$; thence by a straight line bearing $113^{\circ} 12'$ for 39c. 25l.; thence by a curve of 20c. rad. for 12c. 14l., the chord of which bears $95^{\circ} 48' 30''$; thence by a straight line bearing $78^{\circ} 25'$ for 1c. 52l.; thence by a curve of 23c. 38.6l. rad. for 12c. $32\frac{1}{2}$ l., the chord of which bears 63c. 19l., thence by a curve of 40c. rad. for 8c. $30\frac{1}{2}$ l., the chord of which bears $42^{\circ} 16'$; thence by a straight line bearing $36^{\circ} 19'$ for 8c. 39l.; thence by a curve of 15c. rad. for 1,755l., the chord of which bears $69^{\circ} 50'$ out of A245 into Crown Lands; thence by a straight line bearing $103^{\circ} 21'$ for 3c. 8l.; thence by a curve of 25c. $76\frac{1}{2}$ l. rad. for 14c. $31\frac{1}{2}$ l., the chord of which bears $87^{\circ} 26'$; thence by a curve of 1,749 $\frac{1}{2}$ l. rad. for 9c. 73l., the chord of which bears $55^{\circ} 35'$ out of Crown Land into 754; thence by a curve of 20c. rad. for 919 $\frac{1}{4}$ l., the chord of which bears $52^{\circ} 49' 30''$; thence by a straight line bearing 66° for 9c. 40l.; thence by a curve of 80c. rad. for 8c. $28\frac{1}{2}$ l., the chord of which bears $63^{\circ} 02'$ out of 754 into 383; thence by a straight line bearing $60^{\circ} 04'$ for

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for 24c. 77l. out of 383 into Crown Lands; thence by a curve of 15c. rad. for 1,645l., the chord of which bears $91^{\circ} 29'$; thence by a straight line bearing $122^{\circ} 54'$ for 16c. 79l., out of Crown Lands into A2,153; thence by a curve of 20c. rad. for 13c. $8\frac{1}{2}$ l., the chord of which bears $104^{\circ} 09' 30''$; thence by a straight line bearing $85^{\circ} 25'$ for 26c. $78\frac{1}{2}$ l.; thence by a curve of 40c. rad. for 12c. $36\frac{1}{2}$ l., the chord of which bears $94^{\circ} 16' 30''$; thence by a straight line bearing $103^{\circ} 08'$ for 7c. 61l.; thence by a curve of 30c. rad. for 1,040 $\frac{1}{2}$ l., the chord of which bears $93^{\circ} 12'$; thence by a straight line bearing $83^{\circ} 16'$ for 60c. 34l.; thence by a curve of 30c. rad. for 1,408 $\frac{1}{2}$ l., the chord of which bears $69^{\circ} 49'$; thence by a straight line bearing $56^{\circ} 22'$ for 31c. 16l.; thence by a curve of 40c. rad. for 14c. $20\frac{1}{2}$ l., the chord of which bears $66^{\circ} 32' 30''$; thence by a straight line bearing $76^{\circ} 43'$ for 40c. 51l. out of A2,153 into Crown Lands; thence by a curve of 80c. rad. for 139l., the chord of which bears $77^{\circ} 12' 30''$; thence by a straight line bearing $77^{\circ} 42'$ for 4c. 26l.; thence by a curve of 30c. rad. for 1,761l., the chord of which bears $94^{\circ} 31'$; thence by a straight line bearing $111^{\circ} 20'$ for 28c. 50l.; thence by a curve of 80c. rad. for 5c. 54l., the chord of which bears $113^{\circ} 19' 30''$; thence by a straight line bearing $115^{\circ} 19'$ for 12c. 97l.; thence by a curve of 20c. rad. for 20c. 6l., the chord of which bears $86^{\circ} 35'$; thence by a straight line bearing $57^{\circ} 51'$ for 10c. 83l.; thence by a curve of 50c. rad. for 13c. $17\frac{3}{4}$ l., the chord of which bears $65^{\circ} 24'$; thence by a straight line bearing $72^{\circ} 57'$ for 9c. 48l.; thence by a curve of 20c. rad. for 12c. $21\frac{3}{4}$ l., the chord of which bears $90^{\circ} 27'$; thence by a straight line bearing $107^{\circ} 57'$ for 17c. 32l.; thence by a curve of 30c. rad. for 1,678l., the chord of which bears $91^{\circ} 55' 30''$; thence by a straight line bearing $75^{\circ} 54'$ for 4c.; thence by a curve of 40c. rad. for $786\frac{1}{2}$ l., the chord of which bears $81^{\circ} 32'$; thence by a straight line bearing $87^{\circ} 10'$ for 35c. 60l.; thence by a curve of 50c. rad. for $945\frac{1}{2}$ l., the chord of which bears $81^{\circ} 45'$; thence by a straight line bearing $76^{\circ} 20'$ for 11c. 98l.; thence by a curve of 20c. rad. for $1,851\frac{1}{2}$ l., the chord of which bears $49^{\circ} 23'$; thence by a straight line bearing $22^{\circ} 26'$ for 20c. 89l., crossing the Guildford and York Road at 15m. 77c. 35l.; thence by a curve of 15c. rad. for 14c. 93l., the chord of which bears $50^{\circ} 57'$; thence by a straight line bearing $79^{\circ} 28'$ for 28c. 26l. out of Crown Lands into 788 at 6c. 63l. from its S. West corner; thence across the York Road, the distance on the line being 13m. 39c. 39l.; thence by a curve of 20c. rad. for $1,065\frac{1}{2}$ l., the chord of which bears $64^{\circ} 12'$, out of 788 into Crown Lands; thence by a straight line bearing $48^{\circ} 56'$ for 78c. 39l.; thence by a curve of 50c. rad. for 16c. 93l., the chord of which bears $39^{\circ} 14'$; thence by a straight line bearing $29^{\circ} 32'$ for 86c. 61l.; thence by a curve of 15c. rad. for 15c. 46l., the chord of which bears $59^{\circ} 04'$; thence by a straight line bearing $88^{\circ} 36'$ for 16l.; thence by a curve of 20c. rad. for 13c. $20\frac{1}{2}$ l., the chord of which bears $69^{\circ} 41'$ out of Crown Lands into A4,490; thence by a straight line bearing $50^{\circ} 46'$ for 42c. 71l.; thence by a curve of 50c. rad. for 17c., the chord of which bears $60^{\circ} 30' 30''$; thence by a straight line bearing 70c. 15l. for 33c. 37l.; thence by a curve of 20c. rad. for 16c. $23\frac{3}{4}$ l., the chord of which bears $93^{\circ} 30'$, to the Guildford and Northam Road, being a total distance of 20m. 32c. 81l.