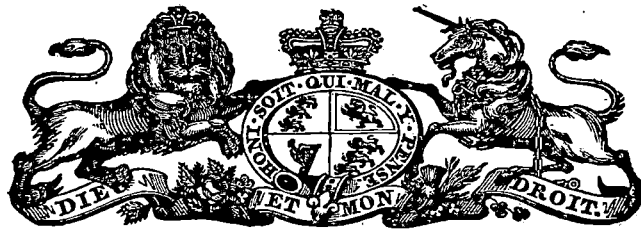


(No. 21.)



1900.

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PARLIAMENT OF TASMANIA.

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SHEFFIELD-WILMOT RAILWAY:

REPORT OF THE GENERAL MANAGER, TASMANIAN  
GOVERNMENT RAILWAYS.

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Presented to both Houses of Parliament by His Excellency's Command.

Cost of printing (with Plan),—£3 12s. 6d.



## SHEFFIELD-WILMOT RAILWAY.

### MEMORANDUM FOR HON. MINISTER FOR RAILWAYS.

*Tasmanian Government Railways,  
General Manager's Office,  
Hobart, 25th May, 1900.*

PLEASE receive herewith a chart, showing approximately a line from Railton to Sheffield and from Sheffield to the Wilmot, and a line from Sheffield to Spreyton.

If a line to Sheffield and the Wilmot is to be constructed, I beg to recommend that it be taken from Railton to Sheffield instead of from Spreyton to Sheffield, for the following reasons:—

The permanent survey from Railton to Sheffield gives 7 m. 75 chs.; the exploration examination from Sheffield to old Spreyton gives 18 m. 60 chs.; therefore, the distance approximately from Sheffield, *viâ* old Spreyton to Devonport, would be 21 miles, and from Sheffield, *viâ* Railton to Devonport, 23 m. 15 chs. The maximum distance in a direct line between a line from Sheffield to Spreyton and the present Mersey line would be about 6½ miles, and such line would be a duplication of the Mersey Line. If the line be taken from Sheffield to Spreyton, the additional cost of what is practically an unnecessary line would not be less than £60,000. For the purpose of forwarding goods for shipment from Devonport the distance *viâ* Railton would be practically the same as by a line constructed from Sheffield to Spreyton, but it must be borne in mind that the majority of the passenger traffic and a great deal of the goods traffic from Sheffield goes to Launceston, and the distance from Sheffield to Launceston, *viâ* Railton, would be 74 m. 75 chs., as against 98 m. 40 chs. *viâ* old Spreyton. Thus, a passenger wishing to make the return journey to Launceston by rail from Sheffield would, by the Spreyton route, travel 47 m. 10 chs. more than if he went by the Railton route. The result would be that the Sheffield people would still support a coach running less than 8 miles to Railton, and would not use the Spreyton line when going to Launceston at all. They would also cart their produce for the Launceston market to Railton, as at present.

There can be but one opinion, I think, and that is that the proper route is *viâ* Railton to Sheffield, and from Sheffield to the Wilmot. The distance to the Wilmot would be—Railton to Sheffield, say 7 miles 75 chains, and from Sheffield to the Wilmot, approximately, 16 miles, or approximately in all, say 23 miles 75 chains.

The country north of Sheffield, which would be served by a line from Sheffield to Spreyton, is really now well-served by the present Mersey Line. I take it that the object of the Government in constructing a line is to open up the growing district of Wilmot. From a traffic point of view I decidedly recommend that the line junction with the Western line at Railton for the reasons already given, and also because at least £60,000 would be saved by adopting such a course.

I think it right to say that whilst I believe the line from Sheffield to the Wilmot would pay working expenses it would take some time before the country is sufficiently developed to pay its interest. Still, regarded from a Colonial standpoint, I think it is desirable to construct the line, as there is a large demand for good land in the district, and a splendid supply of timber, which would give the railway a considerable amount of traffic, pending the land being cleared and farmed.

If you agree with these views, it is desirable that the survey which was made some years ago between Railton and Sheffield should be checked and repegged at once, as our survey staff have just finished their duties and are available to commence this work immediately.

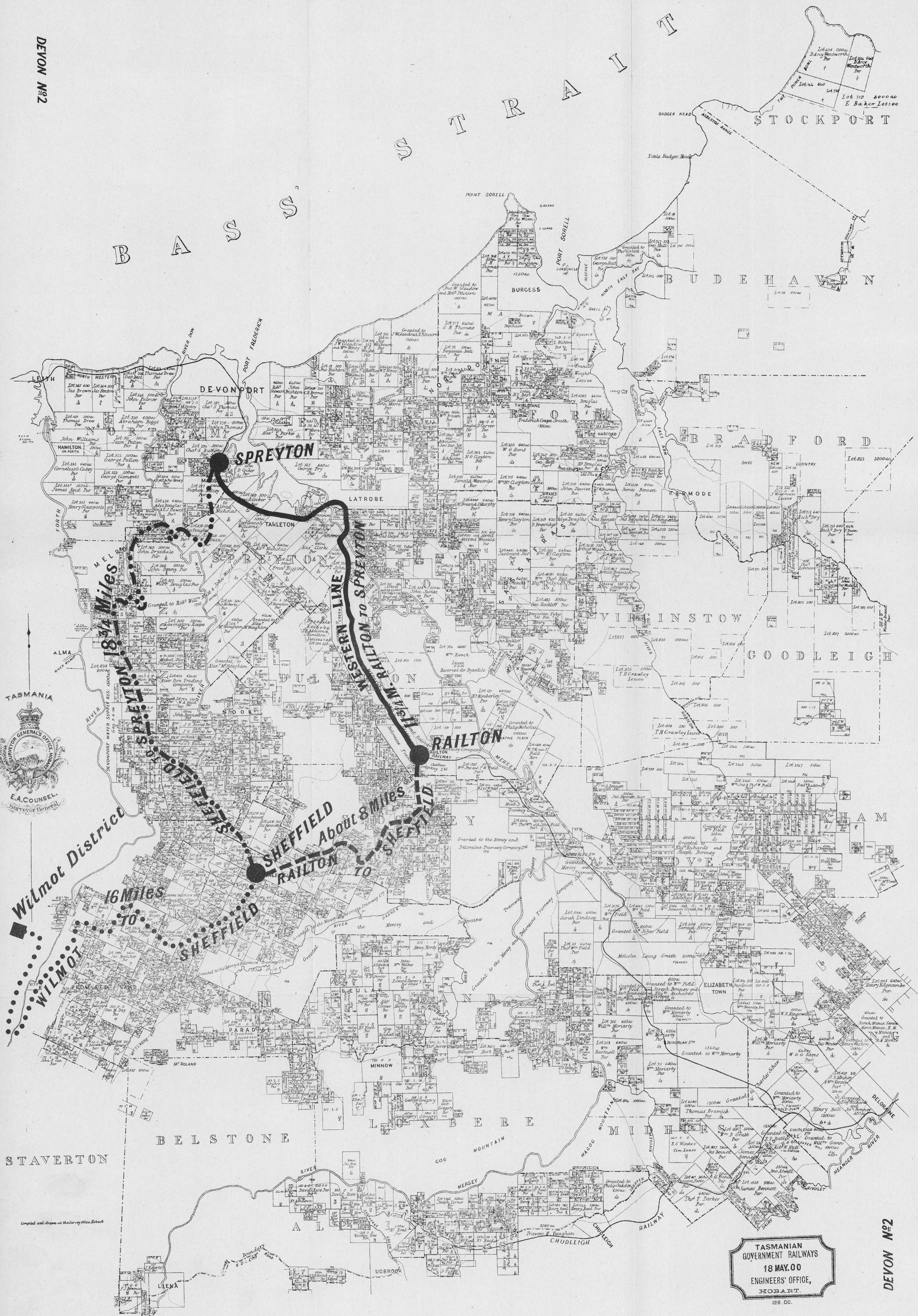
F. W. BACK, *General Manager.*



S T R A I T

B A S S

STOCKPORT



TASMANIAN  
GOVERNMENT RAILWAYS  
18 MAY.00  
ENGINEERS' OFFICE,  
HOBART.