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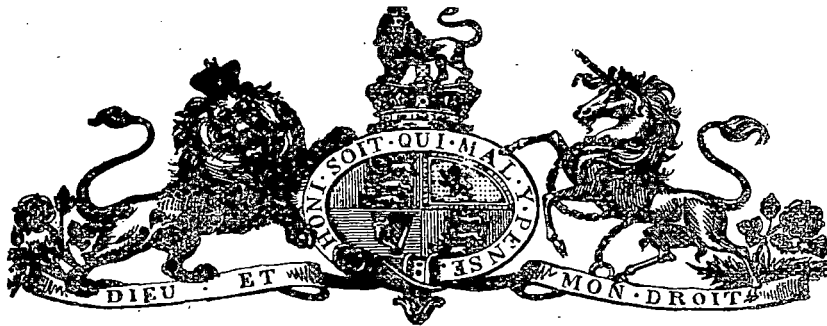
1891.

PARLIAMENT OF TASMANIA.

RAILWAY WORKSHOPS :

REPORT OF SELECT COMMITTEE, WITH MINUTES OF
PROCEEDINGS, EVIDENCE, AND APPENDICES.

Brought up by Mr. Henry, and ordered by the House of Assembly to be printed,
October 30, 1891.



REPORT from the Select Committee on new Railway Workshops and Station Buildings, with Minutes of the Proceedings of the Committee and Evidence.

MEMBERS OF THE COMMITTEE.

MR. HIDDLESTONE.
MR. CRISP.
MR. FENTON.
MR. HENRY.

MR. BARRETT.
COL. ST. HILL.
MR. HARTNOLL.

DAYS OF MEETING.

Wednesday, 7th October; Thursday, 8th October; Friday, 16th October; Thursday, 22nd October;
Wednesday, 28th October.

WITNESSES EXAMINED.

Mr. James Fincham, Engineer-in-Chief; Mr. F. Back, Manager Government Railways; Mr. J. M. M'Cormick, Engineer; Mr. W. E. Batchelor, Locomotive Superintendent; Mr. W. Cundy, Mechanical Engineer; Mr. R. C. Patterson, Civil Engineer; Mr. Hughes, Station Master, Hobart; Mr. John Chew; Mr. John Banderet.

MINUTES OF PROCEEDINGS.

WEDNESDAY, OCTOBER 7, 1891.

The Committee met at 2:30 P.M.

Present—Mr. Hartnoll, Colonel St. Hill, Mr. Henry, Mr. Crisp, Mr. Fenton, Mr. Barrett, and Mr. Hiddlestone.

Mr. Hartnoll was unanimously voted to the Chair.

Mr. James Fincham was called in and examined.

Mr. Fincham withdrew.

At 4 P.M. the Committee adjourned until the following day at 2:30 P.M.

THURSDAY, OCTOBER 8, 1891.

The Committee met at 2:30 P.M.

Present—Mr. Hartnoll (Chairman), Colonel St. Hill, Mr. Henry, Mr. Fenton, Mr. Barrett, Mr. Crisp, and Mr. Hiddlestone.

The Minutes of the last meeting were read and confirmed.

Mr. Frederick Back was called in and examined.

Mr. Back withdrew.

At 4 P.M. the Committee adjourned until Friday, 16th October.

FRIDAY, OCTOBER 16, 1891.

The Committee met at 11 A.M.

Present—Mr. Hartnoll (Chairman), Col. St. Hill, Mr. Crisp, Mr. Barrett, Mr. Henry.

Mr. J. M. M'Cormick was called in and examined.

Mr. M'Cormick withdrew.

Mr. Batchelor was called in and examined.

At 12.50 P.M. the Committee adjourned until 3 P.M.

The Committee reassembled at 3 P.M.

Mr. Batchelor was further examined.

Mr. Batchelor withdrew.

At 3.55 the Committee adjourned until Thursday, 22nd October.

THURSDAY, OCTOBER 22, 1891.

The Committee met at 2.30 P.M.

Present—Mr. Crisp, Mr. Barrett, Mr. Henry, and Mr. Hartnoll (Chairman).

The Minutes of the last meeting were read and confirmed.

The Chairman laid a plan of the existing station and sheds upon the Table.

Mr. W. Cundy, Mechanical Engineer, and formerly Locomotive Superintendent Main Line Railway Company, was called in and examined.

Mr. Cundy withdrew.

Resolved, That Mr. R. C. Patterson and Mr. Hughes, Station Master, Hobart, be summoned to appear before the Committee at 11 A.M. on Friday, the 23rd October.

At 3.50 P.M. the Committee adjourned until 11 A.M. on Friday, the 23rd instant.

WEDNESDAY, OCTOBER 28, 1891.

The Committee met at 2.30 P.M.

Present—Mr. J. Henry, Mr. A. Crisp, Mr. Fenton, and Col. St. Hill.

Mr. Henry in Mr. Hartnoll's absence took the Chair.

Examination of Mr. Patterson was continued and concluded.

Mr. John Chew was called and examined.

Mr. John Bandaret was called and examined.

The Chairman stated that he had received a letter from Mr. Hartnoll setting forth that gentleman's opinion as to the subject-matter of the Committee's enquiry.

It was decided to consider the letter at the next sitting.

The Committee adjourned at 3.45 until 11 o'clock on Friday, 30th October.

THURSDAY, OCTOBER 29, 1891.

The Committee met at 11 A.M.

Present—Mr. J. Henry, Mr. A. Crisp, Mr. G. Fenton, Mr. Hartnoll (Chairman).

The Minutes of the last meeting were read and confirmed.

Mr. R. C. Patterson was called in and examined.

Mr. Patterson withdrew.

Mr. Hughes was called in and examined.

Mr. Hughes withdrew.

The Committee adjourned at 12.15 A.M.

FRIDAY, OCTOBER 30, 1891.

The Committee met at 2.30 P.M.

Present.—Mr. Barrett, Col. St. Hill, Mr. Fenton, Mr. Crisp, and Mr. Henry (Acting Chairman).

The Minutes of the last meeting were read and confirmed.

Letter from Mr. W. Hartnoll was considered. Appendix.

The Draft Report was then considered and agreed to.

The Committee adjourned at 12.50 P.M. *sine die*.

R E P O R T.

Your Committee have the honor to report to your Honorable House that they have given their most careful consideration to the questions referred to them for investigation, and that, having duly weighed the evidence of Experts, they are of opinion that—

Hobart Railway Station.

1st. Regarding the Railway Station at Hobart, the construction of a substantial building should be proceeded with, for the following reasons:—

- a. The existing arrangements, for goods traffic especially, are so imperfect that the trading public suffer delay, and the Railway Department suffers loss.
- b. The present traffic is carried on at the risk of men's lives, and should not be continued unaltered a day longer than can be avoided.
- c. To effect these absolutely necessary improvements the whole station yards must be re-arranged, which will necessitate the pulling down of certain buildings and the re-erection of others requisite for station work.
- d. Temporary buildings for station, which will be required in addition to those that may be left untouched by new plans, could be built, and made to serve all the actual requirements of the traffic for some years, at a considerable saving; but the ultimate loss would be greater, as temporary cheap structures would, in the course of a few years, have inevitably to come down, and should only be erected if the Government find it impossible to borrow the money under debentures for a more costly and permanent structure such as is recommended by your Committee.

Railway Workshops.

2nd. Your Committee recommend that the Macquarie-street approach to the Domain should be closed, and all vehicular traffic stopped, providing for passenger traffic by a foot-bridge over the line. This will serve the double purpose of—

- a. Removing a risk of accidents which is incurred by the present crossing.
- b. Giving such increased accommodation as would enable the engineers under new plans to provide room at the Railway Station, Hobart, for a running-shed and repairing workshop, which are all that are required at this juncture.

If the portion of Macquarie-street referred to cannot be closed, then the removal of the repairing-shops to Claremont is recommended.

Your Committee have the honor to submit the result of their deliberations for the favourable consideration of your Honorable House.

JOHN HENRY, *Chairman.*

Committee Room, 30th October, 1891.

APPENDIX D.

Evandale, 24th October, 1891.

MY DEAR SIR,

I REGRET that, through the investigations of the Committee occupying a more lengthened period than anticipated, I will be unable to take part in your final deliberations, as I leave for Victoria on Monday next; but I deem it right to the Committee, and in accordance with my own feelings, that I should address a few words to you setting forth my impressions from the evidence adduced.

I regard the statements made by Messrs. Fincham, Patterson, Batchelor, and M'Cormick as traversing the whole question in all its surroundings; and although there is naturally a conflict of opinion, I am deeply impressed with the wisdom of making some practical compromise in a few of their leading ideas. It appears to me, in the face of the many financial warnings which have been cabled to these colonies during the last few months, of urgent moment that the greatest economy should be exercised in all directions, and that all public works that are not of a pressing nature should be postponed at least until the next Session of Parliament. Under these circumstances I am favourably inclined towards the firmly expressed opinions of the Engineer-in-Chief that the Hobart station could easily be made suitable to meet all the requirements of the travelling public by the expenditure of a much lesser sum than that contemplated by the Government, but that greater conveniences are absolutely required so far as the goods traffic is concerned, and that a sufficient sum should be at once sanctioned to relay the yard upon a better principle with interlocking safeguards; and as the Engineer-in-Chief is the most competent authority under the control of the Government, I am of opinion that that gentleman, in conjunction with Mr. M'Cormick, should be called upon to carry out the most perfect scheme that is practicable under a modified form. Now I must pass on to the vexed question of the erection of workshops at Claremont. I am clearly of opinion that any ideas in that direction should be at once abandoned. The most reliable evidence is very distinct that at the present time the machinery and tools at Launceston are fully equal to all the requirements of this Colony for some years to come. Taking into account the gradual extension of our railways, the position is certainly all that can be desired, being in the most central part of the railway system of this Colony; and further, as ships of over 4000 tons burden can land the heaviest railway material on the wharf, which, during next year, will be connected by rail with the workshops, every possible convenience will be afforded for expedition and cheapness in landing all materials direct into the workshops; and, as the Locomotive Superintendent affirms, that a considerable saving would be effected by having them under one control rather than perpetuate the divided supervision which exists at present, this is the course which should be pursued if the public interest is alone considered, of course retaining in Hobart running and repairing shops sufficiently commodious to fully meet the wants of the growing importance of that city. However, being convinced that the opinions of Members of the Committee are so varied that it will be impossible to come to anything approaching an unanimous agreement without mutual compromises, and being influenced by an earnest desire that a report should emanate from the Committee that each Member will be able to give it such support that will have an effective influence upon the decision of the House, with this wish guiding my judgment I will leave it entirely in your hands to sign the Report in my behalf. If Members holding views in favour of the erection of workshops at Claremont, to which I am strongly averse, will relinquish their purpose, I will be prepared to assent to such permanent improvements in the station and yard at Hobart as the majority may deem advisable. Hoping that the result of your deliberations will evolve a Report satisfactory alike to the Committee and the country,

I am, my dear Sir,
Yours faithfully,

WILLIAM HARTNOLL.

JOHN HENRY, *Esq.*, *Acting Chairman of the Hobart Station
and Railway Workshops Select Committee.*

EVIDENCE.

WEDNESDAY, OCTOBER 7, 1891.

JAMES FINCHAM, *called and examined.*

1. *By the Chairman.*—What is your name? James Fincham.

2. This Committee has been appointed for the purpose of obtaining the fullest information in regard to the proposed enlargement of the railway station at Hobart, and the proposal to move the railway workshops from the city to Claremont, and we think that in your position as Engineer-in-Chief you can give us a great deal of valuable information. Will you give us your opinion on the subject? In regard to the proposed extension of passenger accommodation, my opinion is that it would be better to defer any expense in the immediate present. I think that the accommodation now provided, including the recent additions, and with the provisions of siding for spare stock, ought to be sufficient for some time to come. The Main Line Railway, as purchased by the Colony, has cost a very considerable sum per mile, and by the time that the various improvements and additions are made, it seems to me that the cost of the road will average something like £10,000 per mile, a sum which is considerably more than 50 per cent. above the average cost of all the railways that have been constructed directly by the Government under the Public Works Department. It has never appeared to me that there has been anything to justify any great expense in consequence of occasional crowds that may go into the station. These crowds, in proportion, are nothing like what occur at the termini of railways in other places, and their occurrence does not lead to a proposal for practically duplicating a station. All railway men would at once admit that the Hobart Railway-yard was ill-designed and inconvenient to work; yet, on the other hand, they will admit also that the spending of a large sum of money for the sake of better appearances and minimising these inconveniences would not have the effect of increasing the returns or the number of people that would travel by the line. With regard to the shops, my advice would be, seeing that they are substantial stone buildings, and the new ones would probably be wood or galvanised iron, to leave them as they are for a while; but, if it is absolutely necessary that they should be removed from the present site, I can see no reason whatever why they should be taken away from town. There is ample room on the land between the Slaughter-yards and the Rifle Butts at Macquarie Point, not only for the proposed running shed which, I understand, is to be erected there, but also for more shop accommodation than exists within the present buildings. Under this plan there would be no necessity for any interference with the slaughter-yards. The utilization of the space referred to for running-sheds and workshops would, of course, involve a siding, which would run down from the main line from about the footbridge leading to the baths; but this line must, in any case, be made in the near future, and ought not to be regarded as a special charge against the provision for running-shed or shops, because it is the only way of getting down to the wharves, and the only way by which connection can be made with the proposed Huon line. One objection to the site I have mentioned is that, in order to provide proper grades, the rail level of the sidings, and consequently the floor of these shops, would have to be some 7 or 8 feet above the present surface of the ground. I see myself no valid objection in that respect, as the present shops are raised in the same way, as can be seen from Park-street. A secure foundation for any machines that may be placed in the shops can be readily secured without much expense by simply making the base of the building of stone walls, and then filling in between them. As regards the proposal to remove the sheds to Claremont, supposing that it is decided that the sheds shall be taken out of town, I consider that the Claremont site is as good as any other. A matter of three or four miles either way is of no consequence, though I certainly think that the expense of providing the requisite shed and shop accommodation would be far more in Claremont than in town. As to the question of the supply of water at Claremont, that, as far as the sheds are concerned, is one of little moment; 800 to 1000 gallons a day ought to suffice for all shop purposes; but, in the event of a town being built there for the workmen, a very much larger supply would be necessary. There is, perhaps, another plan by which extended passenger accommodation can be given, sufficient for years to come, without interfering with the present shops at all, and that would be by utilising the present goods-yard for the purposes of passenger traffic, and constructing a goods depôt in connection with the shipping, where bonded stores could also be built, on the New Wharf. I see no objection to the very common practice of having the passenger and goods stations separated by a short distance. A goods station on the New Wharf would be very conveniently situated for the business people in town, and would also come in very well for the projected Huon traffic. There is also another plan by which accommodation may be given in the present yard, and that is by utilising the whole space originally leased to the Main Line Company. The objections to that, however, would be that the present Macquarie-street approach to the Domain would have to be closed for vehicular traffic, and that there would be large excavations necessitated, which would, however, have a distinct value in themselves, as the stone from them could be sold for road metal purposes. Going back to the site for the sheds on the beach by the slaughter-yards, there are other reasons for commending that site, as it would be readily connected with sidings, which in the future will no doubt be laid down over the space which will be reclaimed by the piling now being constructed by the Marine Board. This reclamation has an extent of quite six acres, and in addition to that there is the present space between the railway, the slaughter-yards, and high-water mark, which would make, I dare say, some two acres more. Without going beyond the high-water line, I think there would be ample room for what certainly seems to me to be chiefly necessary, that is, room for coal sidings and the lower classes of goods, such as bark, chaff, &c.

[Railway Workshops.]

3. I suppose it is absolutely necessary that further shelter accommodation should be given for engines and carriages? More shelter accommodation is no doubt required but cannot be provided for the whole of the stock.

4. And do you think that it is quite within the range of possibility to get more extensive shelter accommodation and other conveniences required in connection with the present station at Hobart? I think so.

5. *By Mr. Barrett.*—Would you consider traffic on the Main Line and its branches has doubled within the last 10 years? Speaking generally, and solely from casual observation, I should say it certainly had not doubled.

6. Supposing the present running-sheds were removed, would it not be possible to put in an extra passenger platform on their site? I dare say it would be quite possible to do that; but the road from the shops would be running into the passenger platform.

7. In Launceston, with a far larger passenger traffic, the accommodation is satisfactory to the public, and there are no complaints. Supposing the present space is utilised to the best advantage, and the workshops allowed to remain in their present position, would it not be sufficient for the next 10 years? I do not think that it is necessary to go to the large expense proposed to meet the traffic now existing or likely to exist for 4 or 5 years to come. In the best designed station there are days where there are special crowds, but no one considers it necessary to duplicate or triplicate the accommodation for one or two days' crush.

8. If the sheds are removed, would it not be necessary to have a staff in the running-sheds here, to meet any requirements likely to arise? One or two men, no doubt, would be required.

9. If the workshops were at Claremont, would it not necessitate all the material being carried out there at considerable expenses, and in the event of repairs being required, would it not lead to delay in taking the injured stock out there? No doubt there would be minor inconveniences of that kind, but in any case the stores, coals, and so on would all have to be received in the Hobart Station and carried to Claremont by rail, and I don't suppose that vessels bringing out locomotives and machinery and so forth would go up to Claremont to deliver them. It would all have to be landed here and taken out by rail.

10. *By the Chairman.*—Could a vessel get up to Claremont? I am not prepared to say.

11. I have seen a statement made that if the workshops are removed, it will cost 1s. per man per day more for labour than in the City? I should say not.

12. It ought not to cost any more? Not with Government employees. Of course in a private contract the men would charge for going out of Town.

13. *By Mr. Fenton.*—You say the coal would have to be received in Hobart, and taken out to Claremont by rail. Does not the coal come from the North? I am thinking of Sydney coal.

14. Is not nearly all the coal used local coal? Yes.

15. So the argument is the other way? In regard to the local coal.

16. Do you think that the work required can be done in the railway workshops in Hobart with the present accommodation? Yes; but I think that a decision will have to be made sooner or later as to where the centre of the system shall be. I imagine that the best course to adopt, if the sheds are to remain in Hobart, would be to keep them at their present strength and use them as repairing-shops, and let the erection and construction of the stock take place in Launceston. There is no question but that it would be to the advantage of the railway pure and simple to have but one shop, and that at the centre of the system, which will be Launceston, when the extension to Table Cape is completed.

17. Has not a certain amount of work to be sent to Launceston to be done, owing to the want of accommodation here? I know nothing about that.

18. You have nothing to do with the actual working of the railway? No.

19. So you really do not know whether there is any inconvenience in the working of the present system or not? No, I do not.

20. You have only examined the Claremont site casually, and not officially? That is all.

21. *By the Chairman.*—Have you made an official examination of any of the sites submitted to the Government? I know nothing of the various sites, except what I see in the newspapers.

22. *By Mr. Crisp.*—Are you not aware that owing to the want of room at the Hobart Railway Station the Government have had to rent an extra building for the offices? I am not aware of that; but I believe they are preparing the old Engineer's Office for their accommodation.

23. Would it not be better to have all the officers in the one building? Not necessarily; the Traffic Department, the Engineers of Permanent Way, and Locomotive and other branches can be just as well in different offices. All the officers of the Traffic Department should be together.

24. Do you really think that the present building is sufficient for all purposes? I think it is sufficient for all purposes of traffic. The present building, facing on Liverpool-street, is not large enough to take all the staff.

25. Have you seen the plans and specifications for the new station buildings? No, except casually in the Parliamentary Refreshment Rooms.

26. I suppose you are not prepared to say whether tenders should be invited for their erection? I am not prepared to give any opinion.

27. *By the Chairman.*—Were those plans ever submitted to you for your approval or criticism? No. I first heard of them by seeing some reference to them in the newspapers; but I only saw them casually in the refreshment room. I cannot give any opinion in regard to them.

28. *By Mr. Fenton.*—I suppose the work of the railways, after they are constructed, comes very little under your observation? I have nothing whatever to do with their maintenance,—that is the Traffic Manager's business.

29. So you can hardly say whether any further accommodation is needed, except from casual observation? I have made for very many years constant and periodical examinations of the Main Line, and I am competent to speak more fairly as to what is required than any outside persons.

30. If it is stated that the increased accommodation proposed will save £1000 a year in working expenses, would you think it possible? I should like to see it in figures. In the beginning of my evidence I stated that it appeared to me that the cost of the Main Line to the Colony would be £10,000 per mile, and I think it would be better to put up with little inconveniences in the working at first, and defer any large expenditure until the traffic had largely increased.

31. And that is 50 per cent. above the cost of the railways built by the Government? It is more than 50 per cent. above the average cost of the whole of the Tasmanian Railways built by the Government, including every addition up to date.

32. But the actual cost of a railway has very little to do with the providing of sufficient accommodation in the matter of stations? No; but it has a good deal to do with the rate of interest you are able to earn.

33. *By the Chairman.*—Is there any greater inconvenience sustained by persons using the Hobart station than that sustained by travellers in other communities? Certainly not.

34. *By Mr. Crisp.*—Do you think there is sufficient accommodation now for the traffic for the next three or four years? I do.

35. Is not our river second to none, and cannot the largest ships come right up to the wharves? Yes.

36. Do you think it a desirable thing that the locomotives should be landed here, and sent to Launceston to be put together? I see no reason why the locomotives should not be landed at Launceston, or as many at Launceston as at Hobart. Before the Main Line was purchased by the Government all the Government engines used to be landed at Launceston.

37. Don't you think that workshops should be erected so that the work could be done here, instead of sending them 133 miles away to be put together? If it is a necessity that the engines should be erected in Hobart, it would be unwise, of course, to carry them 133 miles.

38. Ought there not be shops in Hobart to do necessary repairs, as in the case of a breakdown? No doubt shops are required for repairs.

39. Do you think that the shops in Hobart are in every way large enough, or that we have the necessary machinery to carry out all that is required in the way of repairs? For the purposes of such repairs as could be legitimately forwarded to Hobart, yes.

40. Do you think we have the accommodation or the land sufficient to carry on extra works in connection with the workshops? Yes; I have said so at the commencement.

41. Are you in favour of the removal of the shops to Claremont, or otherwise? I see no necessity for removing the shops from town. If it is decided to remove them out of town, a matter of two or three miles one way or the other is of very little moment. It is a matter of indifference whether they go to Claremont, Glenorchy, or South Bridgewater.

42. It has been stated that there is not sufficient solid foundation for the erection of machinery on the site you suggest? I don't think there need be any difficulty about that. You have sand there, and as long as you confine that you can have no better foundation.

43. Do you know anything particularly about the water at Claremont? No.

44. Are you aware that a previous Government would have purchased that site but for the insufficient supply of water? I thought you referred to the depth of water for vessels. The supply of water is a very small matter indeed, so far as the shops themselves are concerned; but it is one of very large moment if you are going to build a town there.

45. Do you know if there is a sufficient depth of water for vessels to go alongside at Claremont? I know nothing about that; I never examined it.

46. Do you think that, so far as workshops in connection with the railways of the Colony are concerned, Hobart and Launceston should be both served in the same way? Speaking as a railway engineer, I say that if you consider the interests of the railway service alone, and ignore all possibly just local claims, in a small system like ours the shops ought to be put in the centre of the system, if proper and convenient working and economy is desired.

47. You say the Main Line cost 50 per cent. per mile more than the railways constructed by the Government? More than that.

48. Do you imply that the Colony has given too much for the Main Line? I make the statement for what it is worth. There is no doubt that its great cost, compared with the cheaper railways constructed by the Government, makes it more difficult to earn an adequate return upon it.

49. *By Mr. Henry.*—Your knowledge as a constructing engineer enables you to say what the reasonable requirements would be for workshops? Yes.

50. You are competent, then, to form a sound opinion as to what should be provided? Decidedly; because all over the world, or nearly so, it is the constructing engineer that makes the design for this particular kind of work. It is so in England.

51. Have you a sufficient knowledge of the whole of our railway system to say whether the present workshops are sufficient for the next four or five years to come? That may be admitted from my inspection of the whole of the railways, extending over so many years.

52. You are quite satisfied, that with the workshops here and at Launceston, there is no immediate need for extension? I am.

53. And especially with the fact that the Main Line cost so much that it would not be judicious to incur any unnecessary expense if the railway is to have fair play? All expenses should be cut down to the lowest possible point until the railway pays some little better interest.

54. I understood you to say that in your judgment the workshops should be retained in Hobart? If I had to choose between Claremont and the City, I should say in every way let the shops be in the City. They can then most readily be connected with any extension of wharves or jetties for ocean steamers.

55. Have you considered the difference in the outlay between the various sites proposed? There is no means of doing so, unless you judge in this way,—In Hobart, to provide the same accommodation as would have to be provided at Claremont, I have merely got a question of a little extra foundation and filling to deal with. At Claremont there is a good deal more than that to be done,—such as junction sidings, protecting signals, and a whole host of expenses,—which enable me to say confidently that there is no doubt that the site here would be the cheaper.

56. The ultimate expense would be greater at Claremont than at Hobart? Yes, so far as providing shop accommodation is concerned.

57. Do you include the cost of the land? I do not consider that, as I understand that the sum to be paid is merely nominal.

58. And you consider the ultimate expense at Claremont would be greater than at Hobart? Decidedly, and I can put it clearly before you. In Hobart we have only buildings to erect, and at Claremont we would have to put up buildings, sidings, yards, protection signals, and so forth.

59. Have you given the subject sufficient study to say that that is a correct opinion? That is my opinion, and my opinion is strengthened by the fact that the sidings from the Main Line to the shops on the site I approve of is part of a work that cannot properly be charged to the shops, because it will be eventually the approach to the wharves, and part of the future Huon Line. There are also coal sidings, which will be constructed there.

60. *By the Chairman.*—It appears to me, from an inspection I made, that shops on the reclaimed portion near the slaughter-yards would be in a most convenient situation when the Sorell Railway is opened, as a pier could be very easily run out? Yes, there is some advantage in the point you have raised. It is proposed to do small repairs at Bellerive, where a very small shop is provided; but there is no doubt that sometimes stock from there will have to go to Hobart for more important repairs, and it will be a disadvantageous thing to have to load it up again to take it to Claremont.

61. *By Mr. Henry.*—Are you satisfied, from a purely railway point of view, that you would select Launceston as the centre of the railway system? Decidedly, if I could ignore everything but the best interests of the railway pure and simple; and most railway men would do so too. I think it would be unwise to set about making two head establishments, as it were, one at Launceston and one at Hobart, as every piece of expensive machinery has to be duplicated, and there is no end of time lost in supervising and running backwards and forwards between the two centres.

62. Is it a serious difficulty if the rolling-stock is landed here and taken to Launceston to be set up? It would be more convenient to erect it here if it is landed here.

63. *By Mr. Barrett.*—Admitting that the engines are landed here, at which place can they be most economically put together? Any engineer would answer that by saying Launceston, after he had examined both shops.

64. Do you think that there is sufficient plant there to construct all the rolling-stock required for our system of railways for the next dozen years? Yes, if it is not all rushed together, in my opinion it should be ample.

65. Mr. Crisp has mentioned the case of a break-down. Did you ever know a locomotive superintendent that allowed an engine to break down on its journey? There are certain cases where a break-down would be inexcusable, but I can imagine accidents quite beyond the control of a locomotive superintendent.

66. Is not the stock from the Derwent Valley Line repaired quite as cheaply in Launceston as in Hobart? Certainly, so far as the actual repairs go, and perhaps a little cheaper, on account of the better machinery and appliances.

67. *By Mr. Crisp.*—Must not Hobart be the centre of traffic for the Derwent Valley, Apsley, Sorell, and Huon Lines? Taking the system as a whole, and the certainty of the line being extended to Wynyard, I consider Launceston to be nearer the fair centre of the whole system.

68. But why should all these repairs be sent 133 miles away, when they can be done in Hobart? Repairs can be done in Hobart. If one set of shops is enough to do all the work required on the system, why construct two sets.

69. *By the Chairman.*—One set is efficient for many years to come, without the Government being called on for any further expense in Launceston? I think so, and any impartial engineer will say the same.

70. *By Mr. Barrett.*—It will not be wise to duplicate all the officers by having two workshops on the same scale? Decidedly not; and if you don't duplicate the officers, they will lose their time in travelling backwards and forwards.

71. *By Mr. Hiddlestone.*—At which port is most of the rolling-stock landed now? At Launceston; but now that the Main Line is the property of the Government, it may cause the rolling-stock to be landed at Hobart.

72. That includes locomotives as well? Yes.

73. Do you think that ample accommodation can be provided for the workshops here without interfering with the slaughter-yards? The plans can be arranged to give ample accommodation for running-sheds, shops, coal-sidings, &c., without interfering in the slightest degree with the slaughter-yards.

74. If a jetty were run out, could steamers come alongside it? Yes, the largest ocean steamers.

75. Have you any idea of how many men connected with the workshops in Hobart are property owners? I have no idea.

76. *By Mr. Henry.*—Have you any idea as to the difference in the rates of freight to Hobart or Launceston for rolling-stock? I cannot speak from memory.

77. *By Col. St. Hill.*—Are you aware that the old Engineers' Office was given by the Imperial Government under the reservation that in case of war it should be at once resumed for defence purposes? I was not aware of that; I merely stated that the building was being prepared for occupation. In case of war, it would be easy to hire another place.

78. Are you aware that the Government is hiring buildings all over the Town?—there is one where Mr. Hedberg used to be? That is a building belonging to the Government. My remarks only apply to office accommodation for the Officers of the Department, and I take no cognizance of private dwellings for Stationmasters, and so on.

79. There would be no actual outlay at Claremont so far as the actual land is concerned? I understand that the land is to be sold at a nominal figure.

80. Is not the reclamation near the slaughter-yards costing a lot of money? The Government arranged with the Marine Board that when they want it for railway purposes they are to take it on the mere payment of the contract for piling.

81. Have not five newly arrived locomotives been sent to Launceston to be fitted? It is quite likely.

82. Then, how can the accommodation here be sufficient? They have better appliances for doing the work well and cheaply at Launceston.

83. Then, these workshops are not sufficient for present requirements? The stock is sent to Launceston because the work can be done cheaper with the better appliances there.

84. What is the practice in other places to keep the workshops in Town, or out of Town? I do not know what the practice is in the other Colonies.

85. What is the practice in England? In England the workshops are built in the centre of the system

86. In 1840 were not the workshops sent to Swindon and Crewe? Yes; but you don't hear of two Swindons or two Crewes.

87. I suppose you are a good many days in the year in your Office—perhaps half the year? I dare say so. I am in a good position to see what goes on at the station, as I live close to it, and pass it several times a day.

88. But you don't travel on the line half a dozen times a day, like some suburban residents? There is nothing to take me on it.

89. If any resident of the Suburbs was to complain of inconvenience, on Saturdays and Wednesdays especially, would you be prepared to gainsay him? Possibly there may be a small crowd.

90. You also spoke about a siding near the footbridge leading to the baths? Yes.

91. Are you aware that that is part of the Domain, and that the people would object to parting with any of it? The land required would be chiefly on the land originally leased to the Main Line Company near the River, and would not get on to the Domain until between Macquarie Point and the slaughter-yards. That is an unsavoury part of the Domain no one would grieve much about parting with. This siding must be made in any case to get to the projected running sheds that are to be built.

92. But it will infringe on the Domain? To a very small extent, but the difficulty may be disposed of by giving back to the people the land that was leased to the Main Line Company and never used for railway purposes,—that portion on the right-hand side leading up to the battery. It was parted with for Main Line purposes, and may be taken as an offset to any piece of land required between the bridge to the baths and the slaughter-yards.

93. You also spoke about the traffic in Macquarie-street being stopped: would that stoppage be temporary or permanent? Under the circumstances stated, the stoppage of vehicular traffic would be permanent, but it would not be stopped for foot-passengers.

94. Do you think the people would stand that? I don't know; it is just as near from the centre of the Town to the Domain whether you go on one side of the station or the other.

95. Do you think the citizens would stand Macquarie-street being closed? I don't think they would like it.

96. Have you had experience elsewhere before coming to Tasmania? My experience dates back very nearly 35 years in England before I came here, where I had ample opportunities of becoming thoroughly acquainted with all the details of construction and working of railways from having been thrown into contact with the Board of Trade Inspectors, whose examination of a railway is most rigid. I also was duly articulated.

97. *By Mr. Crisp.*—Would it be necessary to put down additional rails to run stock to Claremont, or would the present line do? Of course the present line would do.

98. *By Colonel St. Hill.*—The water supply to the workshops would be only a matter of 1000 or 2000 gallons a day? That is all.

99. *By Mr. Crisp.*—What about the sanitary condition of workshops near the slaughter-house? The men work under the same conditions now, with the addition of the soap works.

100. *By Colonel St. Hill.*—Then you are not at one with Dr. Crowther when he stated that if the site near the slaughter-yards were adopted there would not only be typhoid *ad lib.*, but a regular plague? The men work under the same conditions now.

101. You say that the reclamation being carried out, with the two additional acres on the beach, would be ample for workshops? More than ample for workshops, coal roads, and extended sidings. The present shops occupy a very small portion of an acre.

102. When the railway authorities ask for 27 acres you don't agree with them? I don't know what they want it for.

THURSDAY, OCTOBER 8, 1891.

FREDERICK BACK, *called and examined.*

103. *By the Chairman.*—You are aware of the nature of this Committee, Mr. Back. It is for the purpose of taking evidence in regard to the proposed new railway station at Hobart, and the advisableness or otherwise of removing the workshops to Claremont. We wanted to ascertain the views that influenced you in recommending to the Minister the desirableness of a large increase in the accommodation at the Hobart Railway Station? The arrangements at the station at the present time really consist of the crudest method of dealing with traffic, and I may call it a system of patchwork. The consequence is that there is absolutely insufficient accommodation in the station yard, and I would like to suggest that the Committee visit the station and see for themselves what things are like. At present we have not sufficient accommodation in the yard for a day's traffic, and the consequence is that in busy seasons trucks of freight have to be left on the line at any place where there may be room to stow the trucks, and often there is a delay of a week or 10 days before we can get them into the yard, thus causing loss to the public. If you ask Mr. Webster, or Roberts & Co., or any of the principal people doing business here, they will tell you that in a busy season they often have to wait a week or a fortnight for their goods. We have no "through" sidings also, and the consequence is that sometimes when we want to get out a truck for a train we have 30 or 40 trucks to move. The working expenses are from £700 to £1000 a year more than they would be if we had proper station accommodation. We are hemmed in by Macquarie-street, Park-street, the Domain, and Liverpool-street, and the available space we have is circumscribed to that extent. As regards the passenger accommodation, it is utterly inadequate for the traffic, and any train that goes in or out incurs a risk that would not be permitted by the Board of Trade, but which we could easily prevent if we had the appliances. The only way I can see to obtain a change is to utilise the ground near Park-street, where the coal is stacked and the workshops are, for the new passenger station, and that would give us the site of the present passenger station to add to the goods yards. If such were done I believe that we would save nearly the interest in the working alone, besides getting over the dangers we are now running and the inconveniences we labour under. It would also enable us to have all the officers in the one building, instead of having them scattered about all over the place. I am so satisfied that these improvements are necessary, that I think it only a question of time when the whole thing will be forced on the Government. We have had two accidents, though not of a severe kind, while I have been in charge, and one of these came from a man at the points having a fit. The suburban traffic is increasing, and I don't think that we are justified in running risks the Board of Trade would not allow.

104. But that accident might have occurred even if we had spent half a million on the place? We would have had what there is in Launceston, interlocking apparatus, which would have prevented it.

105. Could you not get sufficient accommodation for all that you deem necessary without the very expensive plans submitted to members? We have no room for our carriages and wagons; and the only way I can see in which to increase our accommodation is by shifting the passenger station.

106. We understand that some six acres of land will be reclaimed on the beach. Could not they be utilised for all the necessary goods traffic, and the workshops left where they are at present? I do not see how we could use that land for traffic arrangements. The whole of the railway traffic in Hobart at present is carried through a congested gut,—the narrow piece of land between the sea and the domain, over which all trains have to pass. To take that traffic on the reclamation would lead to very great expense. It might have been possible to have made the station where the present dock is being excavated. To my mind a grave error was committed. We have taken one of the most valuable sites in the city to use it as a dock, and the soil or spoil from it is being taken to fill up the sea-shore. You might have had the dock excavated within the piling on that six acres that is being reclaimed. You have thrown away a piece of land of great value, which would have done for a station, so far as shipping is concerned, and you are taking the soil to fill in the sea-shore. I may be allowed to say that I think it is an error that no one should fall into. The whole history of wharf construction in the old country tends to show that engineers and men connected with wharves have arrived at the conclusion that digging holes in towns is a mistake. In regard to the shops, the responsible officers of the Government have gone into the matter, and have come to the conclusion that for £3000 or £4000 we can make arrangements to do all that we require. All we want is a siding and shed accommodation to do our work in, and we elected to recommend the piece of land which appears to be most suitable, being low in price, easily drained, easily reached, and having a station upon it. The proposal to occupy the land at the lower level on the reclamation means an expenditure of £20,000 or £30,000. If it is desirable to move the slaughter yards, by all means let them be removed; but don't tack their removal on to the railways, and ask us to earn the interest upon it. They should be dealt with as a separate subject. We are asking for £3000 or £4000, which would give necessary sheds to carry on the work which the policy of the Government has decided should be done here.

107. *By Mr. Barrett.*—At the present juncture, seeing that the Government is short of money and objects to undertaking any work of magnitude, is it an absolute necessity that any expense should be incurred at all beyond temporary measures? It is absolutely necessary to clear those workshops out of the

yards, for the simple carrying on of the business of the railway. We have no standing room for the wagons and carriages we use. I have no doubt that if the members of the Committee go down and see for themselves, they will see how strong a case there is in favour of the view that I take.

108. Is it not more economical to have the shops in close connection with the present station? When once you move the workshops, I do not think it matters at all. We will have to move the workshops because there is no other piece of ground except that upon which they stand. We could not get another piece in Hobart unless we bought up streets and houses.

109. You would have to have a running-shed here? Yes.

110. And employ men in connection with it? A couple of men would do all that you want. Mr. Baxter would be able to give you far more information on that subject than I can.

111. Won't it be very expensive to take the sheds so far away? It will not be much different to what it is. We get the coal from the north and have iron to send up, so that one will balance the other. In the old country, there is not a line leading to London that has its workshops near London, and the same is the case in the other Colonies.

112. Are you satisfied that there is plenty of water on the site you recommend? I am so satisfied that we are discussing the question of erecting a water-station there.

113. I am told that that water was granted to the Glenorchy Water Commission? It is on private property. Mr. Brent told me that in the driest summer, when there is no water anywhere else, he used to go up this creek to bathe. A neighbour of mine has known it for forty years, and has never seen it dry. I rode up the creek myself, and I don't think there is any doubt about the matter.

114. We have been told that 1000 gallons a day would be sufficient? We would want more than that—about 6000 gallons, which there would be no difficulty in getting. I believe we could supply Glenorchy township from that stream. I had a man working for me in my garden who has lived in that district for 60 years, and he told me that people made a great mistake in judging of the extent of the stream by looking at the place where it crosses the road, as there is a shingle bed there through which the water percolates. The road is just at the mouth of the stream, some 40 or 50 yards from the River Derwent.

115. *By Mr. Henry.*—You have stated that the saving would be from £700 to £1000 a year. Can you give us any idea of how you arrive at that conclusion? We often have to knock off all hands from loading or unloading trucks while a truck is being drawn out. The men are often idle for from twenty to thirty minutes at a time.

116. Have you gone carefully into the details? Most carefully.

117. Have you the figures? No. I have them in my head. I think I am well within the mark. Half the time of the shunting engines, shunters, and men is wasted.

118. How many years did the Main Line Railway Company carry on? 16 years.

119. You have stated that there is considerable risk under existing arrangements. Are not the arrangements now in force the same as when the Main Line Company had the line? Yes.

120. Are you aware of any accident during the sixteen years the Main Line Company had the line? No, but there was a good deal of stock smashed up.

121. Do you know of any accidents arising from faulty arrangements? We have had £300 or £400 worth of damage to stock while I have been here. One job cost us £150. The Locomotive Superintendent will tell you about that.

122. Would it be possible to introduce interlocking without a new station? It would be expensive and unsatisfactory in its working if you did. You could not do it without an additional line.

123. Have you any idea of the probable cost? You could not apply the interlocking working with economy and efficiency to the present system of sidings. I could not give the cost off-hand, but I may say that if the interlocking working was introduced with the present station it would cost a large sum of money—thousands—and could be only used for two or three years.

124. How many thousands would it cost? I cannot tell you. You would have to duplicate the line for a portion of the way.

125. You say a new station is absolutely necessary. What is the rate of increase in the traffic? I have it in my Office; but that is not the only factor that I take into consideration. Mr. Grant was aware that there were all the difficulties I have mentioned. Mr. Grant said the Directors of the Main Line Company were aware of it, and had undertaken to protect him in the event of accident. He said we would have to go in for a lot of new appliances. I pointed out that if I had an accident I had no one to protect me; and on that ground made a recommendation to the Government. I take it that if that recommendation is not adopted I am absolved from responsibility in case of accident. An accident will occur sooner or later in a bad form.

126. Is it within your knowledge that any accident has occurred? As a matter of fact I purposely closed my ears to what went on in the Main Line Railway.

127. Why does an increase in the traffic render a new station absolutely necessary at this juncture? It would be necessary whether the traffic increased or whether it did not.

128. Then the Main Line Railway worked at a disadvantage? Yes.

129. Why? For the sake of economy. I am right, I take it, in assuming that private persons may take a risk that the Government would not be justified in running.

130. Do you know of any railway system where they have two centres for the workshops? Yes, there are plenty in the Colonies, such as in New Zealand, where there are workshops at Dunedin and Christchurch, two hundred and thirty miles apart, and on the same line.

131. Supposing you had entire control of the Railways, and all political considerations were removed, would you have two centres for the workshops? Possibly I should be satisfied with one.

132. Supposing you had control of the system as your private property, would you have two centres? I would probably have one main workshop and another one for small repairs.

133. But, looking at the question from a purely railway point of view? It is impossible to give a very positive answer to such a hypothetical question. It is the policy of the Government to have two workshops, but as a railway man I should be satisfied with one. It would be necessary to have some repairing-place here, and to a great extent that is what we ask for this £3000 for.

134. Would there be any difficulty in duplicating the officers, or moving them about between the two centres? I would never do it under any circumstances.

135. But you must have two sets of men, or else move them backwards and forwards? In a small business like ours it depends on local considerations. I cannot answer your question directly. It is not the policy of the Government that the thing should be otherwise.

136. With the workshops now at Launceston, you would not advise the removal of the Launceston workshops, or the erection of extensive shops here? I would have to adopt the policy laid down for me.

137. As a railway man, what would you advise? I obey orders. My position is this:—At the time the Main Line was bought the Government assured the country that the shops should not be removed. I believe that assurance was made in good faith, and I understand that it is the policy of the Government that a certain amount of work should be kept down here. I must make arrangements accordingly, and the most satisfactory way to carry out that policy is to spend money upon Claremont. The Government says that there shall be certain work done in Hobart, and it is my duty to point out how that can best be carried out.

138. *By the Chairman.*—Is it the official way of doing business for the actual head of a working department, the Engineer in Chief in these matters, not to be consulted? Mr. Fincham is utterly irresponsible for anything connected with the railways once they are constructed. Mr. M'Cormack is the Engineer in charge of these works.

139. *By Mr. Henry.*—Can you give the Committee any idea as to the probable ultimate outlay in connection with the removal of the shops? If the traffic progresses in the same way that it has done for the last few years, the total cost will be £5000. There is a general misconception as to what we require. All we want is a piece of land upon which to place some galvanised iron sheds. Mr. Batchelor tells me that the present tools are quite sufficient to go on with. We will want sidings to these sheds to enable us to run the rolling stock in.

140. They will be really repairing-shops and nothing more? That is a question I cannot answer. That is a matter of detail which must be left to the discretion of the proper officer, who forms his opinion as the time comes on.

141. Do you contemplate putting down plant for construction work? We may do so.

142. Can you do construction works with the present plant? I think so. In dealing with a railway like ours, you must remember that we are dealing with a small concern. We employ certain tradesmen to make repairs and keep the rolling-stock in order, and when there is a lull they are employed in small construction works. For instance, when there is a lull in the work the carpenters engaged in repairing may start to build a carriage, and work upon it at slack intervals.

143. *By Mr. Crisp.*—Would you be surprised to hear that an eminent engineer states that the accommodation at the station is ample for years to come? I am never surprised at anything. The eminent engineer is irresponsible, and may never have had anything to do with railway management in his life.

144. Would you be surprised to hear that it was the Engineer-in-Chief? No, not at all.

145. Don't you think it will be necessary to have something more than mere repairing-shops at Hobart to meet the requirements of the Sorell line, the proposed Huon line, the Derwent Valley line, the Apsley line, and the Oatlands line? I have no doubt that when the time arrives we will find it necessary to increase our workshop accommodation.

146. Is there any depth of water at Claremont so that ships could go alongside? I think we can land all the timber there.

147. Is there anything you can suggest to the Committee that they have not yet learnt? I think the Committee have pretty fairly travelled over the whole ground. The station at Hobart is not sufficient to hold rolling-stock for a day's traffic. If you look at the superficial area of the platform you will find that there is not standing-room for a full train of people. There is more room on the Launceston platform.

148. Why do you recommend the erection of the shops at Claremont, instead of on the land that is being reclaimed? I don't see why we should spend ten times the money to achieve the same result. Mr. M'Cormack calculates that it will cost from £20,000 to £30,000 to occupy that site on the reclamation, whereas the other site can be occupied for £3000 or £4000.

149. Do you want a duplicate line out to the Claremont site? Oh no; it can be worked on the Main Line.

150. *By the Chairman.*—It has been suggested by Mr. Fincham that workshops should be put on the reclaimed land, and increased accommodation given there for goods traffic, and it would not then be found necessary to move the workshops? Such a proposal is ridiculous, as it would mean duplicating the station. The things which Mr. Fincham may have seen answer very well for large railways, but I have found that under such system it would cost one-third for shunting a truck with a ton of flour in it on to a train of the amount charged for taking it from Hobart to New Norfolk. You would require

an engine, a shunter, and pointsman, and signalmen. In a large system, where the goods and passenger traffic were totally separated, it might answer. Mr. Fincham is irresponsible, and has not gone into such details as I have given you.

151. Are you aware that Dr. Benjafield offered the Government Derwent Park, at a low price? Yes.

152. Was it not suitable? If Dr. Benjafield had given the Government the land and £10,000 or £20,000 as well, it would have been much dearer than Claremont. It would require a branch line to it, and who is going to pay for that? It would not pay the Government to work that branch line. In looking over land I saw a piece which I thought was Bond's. I asked him if he would sell it to the Government, and he said he had sold it for £150 per acre, and there was an end of the matter. We called for tenders, and then Mr. Bond asked me what I thought of a piece of his land on the opposite side of the line to the piece which we had spoken about before. I replied that we had called for tenders. Dr. Benjafield offered his piece of land, but I found in draining it we would have to drain the whole of Glenorchy, as the water would be up to the rails in flood time. He afterwards made a second offer in connection with Mr. Riddoch, but the land was inaccessible. Mr. Butler offered a fairly good piece, but it was one that would have cost a great deal to drain. Mr. Wright did not offer a piece of land at Glenorchy, which was suitable, and so we came to Claremont as the best piece, and recommended it accordingly. It was the only place that was suitable in every way.

153. *By Mr. Hiddlestone.*—Can accommodation be provided for the new workshops without interfering with the present slaughter-yards? We do not propose to interfere with the slaughter-yards.

154. If that piece of land that is being reclaimed was handed over to the railway authorities, would it then be necessary to remove the workshops? Supposing that it was worth while to throw away so valuable a piece of land, we could not get down to it at any reasonable cost. It would cost more thousands to get down to it and fill into levels than we proposed to include in the whole of our expenditure for everything.

155. Did Mr. James report upon the Claremont property? I do not know.

156. Is it not a fact that he recommended the construction of a reservoir? Not to my knowledge.

157. Is it a fact that men cannot be got to work out there unless at a shilling per day more than they are paid in town? They would be glad to go out there for the present good wages. We could fill all the places now from the applications now in my office.

158. *By Col. St. Hill.*—If an eminent engineer said that there was a greater traffic at Launceston than Hobart, would that be the case? He could only go by the returns in my Report.

159. Would Claremont make any material difference in the carriage of anything that may be landed here? No; the carriage in one direction would compensate for the carriage in the other.

160. Is it the case that most of the rolling-stock is landed in Launceston? It has been, but since the purchase of the Main Line Railway such is not the case. Since the Main Line has been Government property we have landed our rolling-stock in Hobart and taken it up to Launceston to put it together.

161. Is it not a fact that there have been numerous accidents on the Main Line which have been kept quiet? Well, you know as much about it as I do.

162. Is it not within your knowledge that not only this Government, but the preceding one, gave assurances that the workshops should not be removed from Hobart? I have always understood that.

163. Is there land available, in the event of their being retained in Hobart, for the erection of the workshops you propose to put up? We require the land for our traffic purposes.

164. What do you think is the necessary area of land to obtain for workshops? I have had an opportunity of discussing that question with one or two eminent railway men. I took one of them up to Claremont and all over the place, and his last words were, "Don't forget to look to the future. You have done quite right; nothing less than 20 acres." This man has had more to do with the erection of railway workshops than any man in the colonies. We should be warned by the other colonies.

165. Considering the possibility of such extensions as the Huon Line, and what is termed the Great Western Line, what do you think would be the best centre for your workshops here,—in Launceston, or both places? I will answer that when the good time comes.

166. And you don't think that a matter of from two to eight miles is of much moment? No, and any railway man would give you the same reply. The modern system is to have the workshops out of town for the sake of elbow-room.

167. *By Mr. Fenton.*—Is the excessive cost of the Main Line an argument against spending any more money upon it? I think the answer to that is this—the Scottsdale Railway cost nearly £9000 a mile, and the Main Line nearly £10,000 a mile. The Scottsdale Railway necessitated the purchase of little or no land, and has no stations upon it, except one at Scottsdale. If you work out the whole, I don't think you will find that the Main Line cost as much as the Scottsdale Line.

168. Is the cost of a line an argument against spending money for the economical working of the line afterwards? No, certainly not. It is a case of spoiling the ship for a ha'porth of paint.

169. Why are these railway materials taken from Hobart to Launceston to be put together? Because we have not room to stand them on their wheels in the Hobart Station. It would be more economical to put them together here if we had the appliances and the room to do it in. If you want to get any place adjacent to the station for that purpose, you will have to spend a great deal more money than we propose to.

170. *By Mr. Barrett.*—Is it necessary that you should have a brick building? No.

171. If you got yard accommodation only, would that do? We cannot do without a station building.

172. And that would cost £25,000? Probably.

173. *By Mr. Fenton.*—If the sheds are removed, it would give you more room, would it not? We will have to move the station over to the site of the sheds.

174. *By Mr. Hiddlestone.*—Have you any idea of the number of men employed in the workshops who own the houses they live in? They are very few. I could count them on the fingers of one hand.

FRIDAY, OCTOBER 16, 1891.

J. M. M'CORMACK, *Engineer of existing Lines, called and examined.*

175. *By the Chairman.*—We have asked you, Mr. M'Cormack, to give evidence from your knowledge and experience with regard to the accommodation you consider required at the Hobart Railway Station, and also to give us any information you can with regard to the workshops. In the first place, the better way would be to ask you, with your experience to guide you, if you see any way by which the present railway yard at Hobart could be improved, without removing the workshops, and keeping the station as it is at present? The only way is by closing up Macquarie-street, which is just like the neck of a bottle to the station-yard. In that way many of the difficulties would be overcome.

176. Is that really the only way out of the difficulty—to close the street up? If that cannot be done, then remove the workshops.

177. From an engineer's point of view, and with every desire to study the best interests of the Colony, presuming you were working the railway, say on your own account, and apart from any political consideration at all, would you keep the present station as it is, and could you give all the accommodation necessary for some years to come, interlocking accommodation and all the appliances required for the safety of passengers, without absolutely removing the workshops? I think it might be enlarged the full width, and do that way for some years to come.

178. With interlocking apparatus and all? Yes.

179. Do you think the present station buildings are sufficient? It is possible for them to be retained there and altered. I do not say it would be satisfactory; but rather than put the Colony to large expense they might be retained and altered. If we had the whole ground, by closing up Macquarie-street and the full space of that yard, then it is possible that for some time to come, to see what progress the Colony may make, that the sheds might be adjusted, and better accommodation given.

180. Do you think really anything of a substantial benefit could be given without the closing of Macquarie-street? I think not. That is really the great trouble to working that yard. As regards the goods traffic, it is perfectly unworkable.

181. Now, with regard to the station itself, do you think a considerable enlargement of the station is necessary to give the travelling public that convenience they are entitled to? I think so. Under present circumstances we might work for a few years, but in any case it would be two or three years before a new station could be erected. One reason why we should have a new station is that we must relay the whole of that yard on a proper scheme, and that scheme must necessarily deal with the new station, otherwise we shall have to pull up the yard again when the new station is required. We must have a proper scheme, and the present station buildings are not sufficient for that scheme.

182. I am perfectly convinced you will be perfectly familiar with the plans and everything we have here. Now, in your judgment, being aware that it would take something like £25,000 to erect the proposed new station, is such a sum as that absolutely necessary to give the travelling public the accommodation that they need?—could not anything of a more modified form be provided? I do not think it would be wise to curtail the travelling public accommodation. As far as the plans could be modified it would be to do away with the accommodation in the upper story; but that accommodation would thoroughly repay itself. At present we have to rent offices. The cost of the works might be modified in some respects, but I don't think that would be advisable.

183. With regard to that reclaimed portion, there are $6\frac{1}{2}$ acres of land you know which is now being reclaimed by the Marine Board. Could that be utilised for the goods traffic, and brought into your station?—with that additional accommodation, could the workshops be retained and give all the facilities you need? I don't think that would be an economical way of working; it would cost too much money.

184. *By Mr. Barrett.*—It appears to me that by the plans submitted here for the new arrangements for the yard we will have three passenger platforms: do you think that absolutely necessary for the passenger traffic? Not if any of them could be omitted; but it is best to have a complete design. You could leave one out if it were absolutely necessary—for instance, the outside one, which is for the excursions. We don't necessarily proceed with the whole design.

185. If it can be proved that the present station is sufficient for the passenger traffic for years to come, would you still say the new station is necessary? It will be several years before we have a new station.

186. We have intimation that a vote is to be submitted to the House for £50,000 for alterations and new buildings: do you think that is necessary,—do you think the present buildings might be utilised? It is true the present station might be utilised for some few years to come, but that is a question for the general manager—that is not in my department.

187. You contemplate removing the present engine sheds, and asking for new engine sheds? Yes.

188. Would that not give a lot more room for the station-yard. Yes; we are looking to that. That is an absolute necessity for present requirements.

189. Are the present workshops in the way of providing this? They are considerably in the way of the traffic. Of course they can be retained, but we would have to work under difficulties.

190. Are you aware that the railway department have a right to two or three acres of land adjoining the station-yard near the battery? Yes, I am aware of that; but I do not see how we can utilise it unless Macquarie-street is closed.

191. Do you think that street might as well be closed at once? I do. I think it ought to be closed.

192. Do you think the traffic will compel it to be closed? Yes.

193. Do you think it is dangerous to have a level crossing there—dangerous not only for passengers, but also for the shunting? Yes; it is very dangerous indeed.

194. Could you give us the run of passenger traffic into Launceston station and into Hobart station? I can't.

195. Which do you think is the greatest? I should say it is the greatest in Hobart, although I do not know.

196. What do you think is the difference? I am not prepared to say what is the difference; that is scarcely a question necessary to ask me.

197. I want to show we have no complaints of insufficient accommodation at Launceston, while I contend the station accommodation required is greater than at Hobart. We are perfectly satisfied with the accommodation we are getting here? I think there is a greater congestion of traffic at Hobart than at Launceston. There may be a fair average traffic in Launceston, but there is no congestion with passengers such as we have in Hobart occasionally.

198. Why?—don't all the passengers come through the Launceston station? Oh, no! Many of them only come to Hobart from stations along the line; besides, we have this advantage: at Launceston we have an arrival and departure platform, and the luggage is out of the way; now the luggage and passengers are all together here in Hobart.

199. I have been down at that station all hours of the day and I think it has good enough accommodation. Do you think it would not be the better plan here, if the workshops have to be removed, that it would be as well to remove them to the terminus as to Claremont? Where would you remove them to?

200. Can't you get a piece of ground near to the engine sheds? What about the reclaimed ground? I think the reclaimed ground would involve us in a costly scheme. To begin with, I have gone into figures with regard to that ground, and find that it would cost about £20,000 for a scheme which we don't know yet we are wanting. If this port makes the progress we hope, it will be a very short time before we want to extend the frontages for our wharves. If we took this reclaimed ground for railway purposes we would be taking up very valuable frontages.

201. What would be made of that reclaimed ground? Wharves. The port cannot extend the other way, and supposing the port extends you must have deep proper walls for the frontages. You must look to the future; rather than see that I would see the sheds stay where they are.

202. Have you seen the Chief Engineer's evidence or plans in connection with the Huon Railway? No; I have never seen them, though I am aware what they are.

203. Supposing you should remove the workshops up the line, do you think it is necessary to expend £20,000 in brick and freestone buildings for the new station? If you don't consider that necessary you can have any material you like, but if you are going to have a permanent station it is best to do so.

204. Have you seen the evidence given by the Engineer-in-Chief? No.

205. *By Mr. Henry.*—Have you any experience as a traffic manager of railways? None whatever.

206. Your experience is confined to the constructive branch of railways? Yes.

207. From your knowledge as constructing engineer, you can give this Committee information as to the workshops required in connection with a system of railways such as ours? Yes.

208. Your knowledge enables you to do that? Yes.

209. I mean, in laying out a railway, you would be able to form an opinion as to the extent of the workshops and the position: what would be the best working position and the extent? The extent I could not form an opinion of, as that would vary with the requirements of the traffic.

210. If you were called upon to design a railway for a particular piece of country, your knowledge is sufficient to enable you to determine the extent of the workshops? Yes.

211. You have a good knowledge of our system of railways here? Yes.

212. As a railway man, supposing you had entire control of our railway system, with the knowledge that a number of workshops are at present located in Launceston, would you move these shops? No.

213. Where do you think would be the best centre for the constructing part of a plant—the principal workshops? I think Launceston.

214. Do you think repairing shops at Hobart would be sufficient? I think so.

215. Are the shops at present at Hobart, with that idea clearly in your mind, as a railway man having control of these railways, and desiring to work them in the most economical fashion, would you at this juncture proceed to extend these repairing shops at Hobart? Certainly not.

216. In the event of any future extension being determined on by the Government for workshops, would you consider Claremont, rather than down in the centre of Hobart here, the best position for these workshops? I think Claremont the best position of the sites offered, but there are other sites possibly that have not been under offer.

217. What, in your judgment, would be the best position for workshops? Claremont is the best of those sites offered, but I think the only other ground suitable is at Glenorchy.

218. What position would you advise? I think a better site than Claremont is at Glenorchy Station on the right. I am not aware it is under offer.

219. Is there any absolute danger with the present arrangements at the station here? I think it is constantly dangerously worked.

220. Could this interlocking system be introduced without great cost? No; it is always a great cost.

221. Could you give an idea of the cost? I don't know what it would cost. It is so variable with the extent of the yard. I have not considered that question. The Locomotive Superintendent could tell you.

222. Of course, you have said you really don't know the extent of the traffic. The Traffic Manager is better able to give an idea of the traffic; still, you have said there is considerable congestion at the Hobart station? I was referring to the passenger traffic; as to the goods traffic, I would say it is almost unworkable. The goods yard is insufficient, and, even with the additional siding I am putting down, would not properly meet the traffic of last summer. I am aware there are always complaints along the line through want of accommodation.

223. Have you any idea what the probable saving would amount to through the construction of the new station, carrying out the whole plans? I can't say.

224. You have never gone into figures on the subject? No.

225. You have no idea? No.

226. What are your grounds for advising that a new station would be necessary at this juncture? One of my principal grounds is that we have to relay the yard.

227. Is that your principal reason? That is the principal reason from my department's point of view, and of course the station accommodation is another.

228. Can you give an idea of the probable cost of pulling up and altering the yard plans in the event of the construction of the new station being deferred? I think it would alter the whole system. In the event of the new station being deferred the goods traffic would have to be split.

229. Could you lay down such a comprehensive plan and work on it, and yet defer this station for a few years? Not without future operations.

230. Could you give any idea of the cost of the alterations you name? Several thousand pounds.

231. *By Mr. Crisp.*—You are aware that the General Manager of Railways has recommended this new station? Yes.

232. In touching upon the question of the station, you have told us it ought to be relaid, and said that it is dangerous at the present time for traffic. This report will go forth to the public, and if an accident does happen and some one killed, the Government would be liable for damages, and heavy damages would be given, more especially as the general superintendent has stated that the yard is positively dangerous.

Mr. Henry: I want to raise this question, as to whether it is desirable in examining the witness to state that Mr. Back has said so and so.

The Chairman: I think not.

Mr. Crisp: If you wish to snuff me out I will go. I have been asked to act as a member of Committee, and should be allowed to put any questions I like. If I am not allowed to do so I shall go out.

The Chairman: I don't say so; but I think it would be just as well to keep out of sight what any other witness has said. You want Mr. McCormack's evidence uninfluenced by what anyone has said. I think it would be better evidence to keep that out of your mind for the present time.

Mr. Crisp: I don't think I have had fair play in this Select Committee, and I shall retire unless that is accorded me.

The Chairman: I don't think there is any desire at all in the Committee to prevent your asking, to the fullest possible extent, any question thought proper.

Col. St. Hill: With regard to Mr. Crisp asking questions about what other witnesses have said, if you look back you will see Mr. Barrett did so in Mr. Back's evidence.

The Chairman: Perhaps so; but no other member of the Committee appealed to me. Now I have been asked my opinion, and I gave it. However, Mr. Crisp, you had better proceed with your examination.

233. *By Mr. Crisp.*—If Mr. Back has recommended to the Government that a new station should be constructed with a view to doing away with a patchwork system, would you say that his recommendation should be carried into effect? I think so.

234. Touching on the land which is being reclaimed near the slaughter-house, do you think that land will be in the near future altogether too valuable to take over for workshops? Yes, considering how the prospects of the Colony are improving.

235. And having water frontage, you don't think it right to erect workshops there? No.

236. Do you think Claremont site is in every way suitable for the erection of workshops? I do.

237. You are aware that for some time past there have been locomotives landed here in Hobart ordered by the Government, and have had to be taken to Launceston to be completed; do you think that is a desirable state of affairs?—do you think some workshops should be in or near Hobart? I do not. I think our railway traffic centralises more in Launceston. It is practically the terminus of all our lines. At this end we have only the Derwent Valley and the Apsley lines.

238. Considering we will have Oatlands, Derwent Valley, Apsley, and Sorell lines, and perhaps the Huon line here very shortly, don't you think it desirable to have workshops in Hobart? I cannot speak

with regard to the future requirements of the colony—they can be met when the time comes; I am speaking with regard to the present.

239. The largest ocean-going steamers can come up close to our wharves now, and if this colony can be saved £10,000 a year spent in dredging the River Tamar, don't you think that £10,000 ought to be taken into consideration? Certainly, I think money has to be, but I think previous experience is against duplicate workshops.

240. I was going to point out that large ships cannot get up to the wharves at Launceston—

Mr. Barrett: The railway material is all landed at the Railway Wharf, Launceston.

Mr. Crisp: It costs £10,000 a year to dredge the river there.

Mr. Barrett: Do you know we have as large ships coming to Launceston as you have at Hobart?

Col. St. Hill: Oh no! The *Pakeha* could not go up the Tamar.

The Chairman: Are you aware that all the railway material, locomotives, and carriages, and all material requisite for building our railways, except a few engines landed here, are landed at Launceston?

Mr. Crisp: I am aware of that.

Mr. Barrett: Vessels of 4000 tons register are berthed beside the wharf at Launceston.

241. *By Col. St. Hill*.—You are of opinion that to continue the present workshop arrangements is possible, but not in any way satisfactory? Not in any way satisfactory. You are working under great difficulty as they at present are.

242. And you say it is not in the interests of economy, and of the colony, that you would approve of some makeshift alterations which would do only for a few years. With these interests at heart, could you see your way to get on with a certain outlay, but not any considerable outlay, for several years to come? Yes.

243. Do you consider the arrangements at the station at the present time at all commensurate with the traffic which takes place there? No.

244. Do you think designating the arrangements as they now exist as "patchwork" is too strong a term? Certainly not.

245. Is it true that some firms, such as Mr. Webster and Roberts & Co., were a fortnight waiting for their goods to be delivered? That I cannot say. I don't know the names of the people, but I know there is a great demurrage.

246. Do you think the passenger accommodation at all adequate for the traffic? No, I don't think it is. It is worked under difficulties, and is not at all suitable for the traffic.

247. The only way out of the difficulty, you say, is to utilise the ground where the present workshops are for the new passenger station? The rails would go over the workshops' site, and the passenger station would be down at Liverpool-street. The passenger station would not reach to the workshops. The roads and the yards of the present passenger station would be affected by the position of the workshops, which I think could be altered by taking in the whole of our ground, and closing up Macquarie-street.

248. With regard to the closing of Macquarie-street, do you think the people of Hobart would permit a street like that to be closed? That is not a question I can answer. I don't see that there is any difficulty in it. I think the vehicle traffic there is very slight, sometimes only four or five vehicles passing in a day. A foot-bridge could be made for passengers, and the vehicles would simply require to go round by Park-street.

249. Do you think it is absolutely necessary that these workshops should be cleared out of the yard for the simple reason of carrying on the business of the railway in a proper manner? I think I have already said the cheapest way is to remove them to Claremont as the yard at present stands. As regards the scheme for the workshops down at the river frontage, I would be prepared to work with that in their present congested state.

250. Do you think risks are run by the traffic part of the work in the manner it is now carried on? Yes, great risks.

251. Are there such risks as the Board of Trade would permit to be run in England? The risks would certainly not be permitted by the Board of Trade.

252. If a site for the workshops could not be obtained close to the present terminus, does it make any material difference whether they go four, six, or eight miles out of town? I think not.

253. If the Government take over the reclaimed ground from the Marine Board for railway purposes, would it not involve a large outlay? It would.

254. They would have to pay for the piling if they take it over? I believe so.

255. What is your experience elsewhere in regard to keeping railway workshops in the town? In the other colonies all the workshops I am aware of are out of the town.

256. Modern ideas go in that direction? I only know they are outside the town; I am not prepared to state reasons.

257. Mr. Barrett said there were two or three acres near the battery which is supposed to be included in the lease of the Main Line Railway. [*Mr. Barrett*: Between the battery and the slaughter-yards.] Have you any idea what the extent of that is? I have not taken the area, but we have a plan.

258. About how much do you think it is? About an acre and a half.

259. Are you aware the reserve all round that battery cannot be interfered with? I think Mr. Barrett was referring to our boundary fence.

260. He went beyond our boundary fence? I understood you to mean what is already enclosed. I am aware of a small portion that has not been enclosed adjoining Macquarie-street crossing. I understood you to mean the ground we should widen out to.

261. Mr. Back has expressed an opinion that if the present limited accommodation is retained an accident will occur sooner or later in a bad form: are you of that opinion? I cannot say what sort of accident will occur, but it is open to accident.

262. In the event of the Claremont site being obtained, do you know anything about the water supply? Not personally, but from the evidence I believe it is sufficient for all purposes.

263. In other respects do you believe it is a good site? Yes. We have already a station there, which would lessen the expense very considerably, and the shops can be put there very cheaply.

264. If there is to be a move made in spending a few thousands on the workshops, do you think Claremont is the best site of any? Yes, I think Claremont is the best.

265. *By the Chairman.*—Do you know of any station in the world that under pressure of traffic would not feel inconvenience just as much as they do at Hobart: take, for instance, Melbourne station at Cup time, or the Sydney stations, are there not certain occasions when they feel they want additional accommodation? Yes, certainly.

266. Would Hobart station ever be strained as much as the strain at Launceston station must have been last Wednesday in coping with the traffic for Longford Show? I can't say.

267. Do you think the ordinary general traffic at Hobart wants additional accommodation apart from any holiday? We cannot provide accommodation at present to satisfy the traffic.

268. I have come down frequently with a full train of passengers and I have really never found any inconvenience any more than I have at Launceston? I have it largely in view with regard to the laying out of the yard, and in the interests of the goods traffic.

269. In speaking of workshops throughout have you always got in your mind's eye repairing sheds or constructing workshops? Workshops is a general term. When I use the word workshops I refer to the constructing sheds.

270. Is it not a principle in all modern matters, so far as getting accommodation is concerned, that railway companies have the workshops in the centre of their system? Not necessarily, but it is desirable they should be about the centre of the system; but there are departures from that for other reasons.

271. *By Mr. Henry.*—Do you think it is absolutely necessary that you should have new repairing sheds constructed at this time at Hobart? Additional, do you mean, to the present ones?

272. You are removing them to Claremont. In other words, for the repairs to be carried on at present, is it imperative that you should have additional shops at Hobart? No, I don't think so; but I think it is better they should be removed.

273. Is it imperative, in your judgment, that they should be removed? I would not say it is absolutely imperative, but it is dangerous that the yard should remain as it is, and rather than proceed to any expensive scheme at this juncture I would work with them as we have been doing.

274. *By Mr. Hartnoll.*—What Mr. Henry has asked leads up to another question. Of course you are perfectly familiar with the Launceston shops? Yes.

275. Have we or have we not sufficient machinery there of every kind to meet all our constructive wants for some years to come? If I am to express an opinion, I think we have. This is a matter on which the head of the locomotive department should decide; but so far as I am concerned, we have sufficient.

276. *By Mr. Barrett.*—We have had it pointed out here that the Government in the colonies of Melbourne, Sydney, and Adelaide have of choice gone 4, 5, 6, or 7 miles outside the cities for their railway workshops, and it has been represented that it is cheaper to go away from the city with them; is that so? I am not aware of their reasons for so doing, and I am only aware that they are so.

277. You are aware, as well as I am, that it cost an enormous sum of money to establish workshops at Melbourne, and you are aware when they started the shops first at Williamstown it was entirely outside the railway system. Is it not the case that they found their mistake, and had now taken them out to Newport, and they have found out their error? I think that is very probable.

278. With reference to repairs: supposing an engine here has been running six or seven months, could it not be repaired quite as cheaply, or cheaper, in Launceston than it could be at the Hobart shops? I think so; but repairing-shops would be required in Hobart to cope with any accidents that might occur.

279. Exactly; but just for emergencies? They could be attended to equally well in Hobart.

280. An engine is not specially brought to the shops in Hobart? Not exactly.

281. Does it cost anything to send an engine up to Launceston? Certainly not; it could go up with a train.

282. *By Col. St. Hill.*—You approve of Launceston as the centre for the railway workshops of the Colony because of its position? Yes.

283. The Government propose spending £3000 in connection with the Claremont site. Do you not think, even retaining the view that Launceston should be the central point, that that would be a judicious expenditure down here? I think that is a question of policy, not a question as to necessary expenditure; and I don't admit, from an engineer's point of view, that new workshops are needed at all.

284. They propose to remove the workshops and spend £3000. Do you not think that is a judicious expenditure, seeing you want the ground where the present workshops are for increasing-traffic? No, I don't think so. The repairing-shops would meet all the requirements in Hobart.

285. Do you think the proposition to spend £3000 down at this end on workshops is a desirable expenditure, and, according to what has been said, they have to be removed? I say it is not necessary to remove the workshops. I think the Launceston shops supply all requirements.

286. You railway authorities are all agreed that these shops must be removed out of the yard if you are to conduct the traffic in a proper manner and with safety to the public. I don't say repairing-shops or workshops—I don't understand the difference; but Government proposes spending £3000 on that work: do you think it is desirable? I say if they consider it desirable to have these additional workshops down here in addition to those at Launceston, then the spending of £3000 may be quite judicious.

287. Would not the repairing-shops require to be removed? No, you would find the repairs would be done in Hobart.

288. That is what I want to get at. The present repairing-shops must go out of that yard? I think that is advisable.

289. That being the case, do you think it is a good expenditure for the Government to make in spending £3000 in the removal of these repairing-shops? They are distinct from workshops, and it would not do to remove them to Claremont. There must be repairing shops in connection with the running-shed which must be at the terminus at Hobart. It was proposed to put them down near the slaughter-yards.

290. *By Mr. Hartnoll.*—I gather from what you are now saying in answer to Col. St. Hill all you think necessary is to have repairing-shops in Hobart and constructing-sheds in Launceston: that is the proper way to work the system, having all the machinery you already require in Launceston? I don't think it is necessary to erect machinery and works at Claremont.

291. And as to repairing-shops, Claremont is unsuitable? The repairing-shops must be at Hobart.

292. Then it is not necessary to have the repairing-shops, one at Hobart and one at Claremont? No,—I refer to running repairs.

293. Do they construct at Hobart as well as do repairs? Oh, yes! That could be done at Claremont.

294. If you remove the existing shops to Claremont, how many men would you require to keep in Hobart for repairs? That is a question you must leave to the Locomotive Superintendent.

W. E. BATCHELOR, *Locomotive Superintendent, called and examined.*

295. *By the Chairman.*—We have asked you to come here and give us, as a Select Committee, the benefit of your experience and knowledge with regard to matters connected with the improvements in the station buildings at Hobart, and also the removal of the railway workshops to Claremont. In the first instance, I would like to ask if you think that a complete, or fairly complete, interlocking system at Hobart station would give them larger accommodation for goods and passenger traffic than at the present time, without the removal of the present workshops in the yard? Interlocking has nothing at all to do with it. It has to do with the laying out of the yard.

296. But interlocking is a necessary system for the prevention of accidents? It is a safeguard, but it has nothing whatever to do with accommodation.

297. But still, in having a large railway yard and providing the necessary safety, an interlocking system is required? If there is very much traffic it is required.

298. Is an interlocking system required at Hobart yard? It depends on the traffic and how the yard is laid out.

299. Could you lay out the Hobart yard, retaining the workshops in their present position, and give the people of Hobart all the accommodation required? I think the crossing at Macquarie-street is the difficulty. If that street were closed there could be accommodation provided, but with that street it is impossible.

300. With the closing of Macquarie-street, do you think, without interfering with the present workshops, all the accommodation necessary could be given for Hobart? If that street were closed you would only require to remove one part of the shops.

301. With regard to the removal of the workshops to Claremont, do you know that site? Yes.

302. Is it in every way suitable for workshops? Oh, yes, in that respect.

303. Is it necessary the workshops in Hobart should be removed? It depends on how they are going to lay out the yard. I have not seen the plans.

304. In working the railway, would it be better to have the workshops in Hobart or at Claremont? There is no doubt you must have some shops in Hobart.

305. There is a difference between repairing-shops and constructing-shops? Yes. There must absolutely be a shop in Hobart for what we call running repairs.

306. In the constructive department are your workshops, as they at present exist in Launceston, with the machinery you now have, all that this Colony requires? Oh, yes! ample.

307. If the workshops were removed to Claremont they need not of necessity be anything but repairing-shops? No. If you remove the shops at all, you may as well go a hundred miles as one mile.

308. As Locomotive Superintendent, if you had the whole matter in your own hands to do, as you thought proper, what system would you adopt so far as the construction-workshops are concerned? I would have them all in one place.

309. Where would that be? In the centre.
310. What do you call the centre? Launceston is the centre.
311. You think we should retain the workshops in Launceston as at present, and have the necessary repairing-shops in Hobart? Yes.
312. *By Col. St. Hill.*—According to your replies, you would have no workshops in Hobart at all? Oh, yes! we must have shops for running repairs.
313. Do you think it would be advisable to have no workshops in Hobart? If it is the policy of the Government it is all one to me.
314. Would you have any workshops in Hobart at all? No doubt it is better to have them all under one eye.
315. Would you have any workshops in Hobart at all? No constructive workshops.
316. Would you break up the present workshops in Hobart, and take them up to Launceston? No, certainly not; we have got enough in Launceston without breaking this up.
317. Then, would you continue the present workshops in Hobart or near Hobart? We must have a running-shed in Hobart.
318. I am not talking about running repairs, I am talking about workshops? I don't think you should have two workshops of the same capacity, because I consider the workshops ought to be in the centre, and that is Launceston.
319. Apart from that, would you have no workshops at all in Hobart? No, unless you want to have a duplicate. At present in Launceston you have the foremen blacksmith, carpenter, and engineer, and you have a duplicate of them in Hobart; whereas if the workshops were all in Hobart or all in Launceston you would only require one set of foremen.
320. Mr. Back has said it is necessary to clear out these workshops for the sake of carrying on the traffic on the railway properly: do you think so? I don't know anything about that.
321. Mr. Back has stated that if the present site of the workshops is retained an accident will occur sooner or later: what is your opinion? I can't say as to that. There have been no accidents up to the present time.
322. Do you think by continuing the present arrangement of workshops you are not running certain risks in the way of danger to life and limb? That is merely a traffic question, and has nothing to do with me.
323. That is a point you don't feel competent to give an opinion upon? It is a point I have nothing to do with.
324. According to your view, you would retain the workshops in their present position? It depends on how they lay out the yard whether the workshops would have to be removed.
325. If they are to be removed, do you think Claremont is a good site? Claremont is as good a site as any.
326. If the workshops are to be removed, does it make any difference whether they are taken four, five, six, or seven miles out of the town? None whatever.
327. I understand you are of opinion, supposing the whole thing was under your control, you would break up the present Hobart works and take the whole thing to Launceston? I would keep the repairing-shops in Hobart.
328. Are you aware that not only the present Government but the Government that preceded it gave the assurance that the present works should not be removed out of Hobart? No.
329. Do you think retaining the workshops in Hobart adds very materially to the expense? No doubt.
330. Don't you think the expense compensated for by enabling you to have the work done at both ends? It is divided into two systems, and a half of my time is spent travelling backwards and forwards.
331. Then, it either means you should have them altogether or get an assistant: is it the practice in the other colonies and in other countries to have the workshops out of town or at the terminus? It is usual to have them as near as possible to the centre of the system.
332. Is it not the practice in South Australia, Victoria, and Sydney to have the workshops out of town? Yes.
333. Is that not the practice of modern days? The practice is to get them as near the centre as possible.
334. Does it not strike you as strange that in these three capitals they have them out of town? Not at all. In Victoria they are at Newport, which is a junction where all the trains pass. At Sydney it is the same—they have concentrated them all in one spot. The proper place is to have them as near the centre as you can to prevent dead haulage.
335. Is not that a matter more for the Traffic Department than yours? What, the workshops?
336. No, as regards the centre? If an engine broke down at Ulverstone, say, you would not drag it all the way to Hobart for repairs when you could have it put right at the centre of your system.
337. If the General Manager stated it is the modern practice to have all railway workshops out of towns for various reasons, you would not agree with that? It does not matter where you have them so long as they are at the centre, the same as at Crewe, in England, where they are near the centre of the system and the centre of a manufacturing district.
338. You only speak from a workshops' point of view, and don't give an opinion on the traffic requirements and that sort of thing? No.

339. *By Mr. Crisp.*—What position do you occupy at the Railway? I am Locomotive Superintendent.

340. Are you aware that Mr. Back has reported to us that Hobart Station should be rebuilt? I believe there is something like that on the boards.

341. Do you think that desirable? I can't say; it all depends on the policy of the Government.

342. Have you seen the plans and specifications of the new station? No.

343. Do you think, as far as the present station-house is concerned, there is sufficient accommodation for some years to come? I have not sufficient knowledge of the traffic in Hobart to say.

344. If Mr. Back states the railway at the station is dangerous to the travelling public, would you endorse that opinion? In what way?

345. Mr. Back says an accident will occur sooner or later in a bad form, and recommends certain alterations: would you not endorse what he says? I consider that crossing at Macquarie-street is very dangerous.

346. Do you think the passenger accommodation at the Station is adequate for the traffic? I have only one year's experience here, and I have never seen any great inconvenience experienced by passengers at the Station.

347. Do you know every train that goes out, runs a risk that would not be permitted by the Board of Trade? I am not aware of that.

348. Do you think that ground off Park-street at the slaughter-house would make a suitable place for workshops? Plenty of room there.

349. Would there be any difficulty in running a line down there? It all depends where you would take it from.

350. Have you seen the ground they are reclaiming? Yes.

351. Would you recommend the workshops to be erected there in preference to Claremont? We must have some workshops.

352. You have stated just now that the constructive work should all be done at Launceston. Are you aware that when the Main Line Railway was under Mr. Grant's management the railway carriages were erected in Hobart at cheaper rates than they could be imported? I am aware that they were erected at Hobart.

353. With the present machinery and appliances? I am not prepared to answer that question.

354. If that is true, do you think they should be disturbed and sent to Launceston? That is a matter of policy.

355. If it can be shown that these carriages can be constructed cheaper in Hobart than in Launceston, or as cheap, would you then say these workshops should be done away with, or would you recommend their removal to Launceston? If the work can be done as cheap or cheaper in Hobart, there is no reason why it should not be done there.

356. You don't believe in a patchwork system as far as the construction of a station-house and station-yard is concerned. For instance, if the General Manager, looking ahead a few years, comes down with plans for a new station and yard, would it be the better course to adopt that rather than a patchwork system? I don't know what you mean by a patchwork system.

357. That instead of putting down rails one year and pulling them up another, it is better to have a good system and work upon it? I think you ought to have a plan and work upon that.

358. The station-house does not come under your department in any way? No.

359. What does? Rolling-stock, machinery, signals, and all the mechanical appliances of the line.

360. Nothing to do with the laying out of rails? No, just the mechanical part.

361. You can only give evidence in connection with your own department. Have you seen any superfluous work, or any waste, or anything you could suggest for improvements as far as the Hobart workshops are concerned. Do you think there are too many or too few men employed there? Quite enough.

362. Have you seen the Claremont site? Yes.

363. Do you think that a very good site for the erection of workshops? Yes.

364. Does it require very expensive machinery for the railway workshops as a rule? Some of the machines are very expensive.

365. For instance, if the Government decided to construct carriages at Claremont, could they not be constructed as cheaply there as anywhere else? Just as well, if they had the appliances and machines.

366. Supposing the present appliances were removed to Claremont, would that do? If you took all the appliances from Launceston and Hobart as well, you would have good appliances.

367. Knowing that we have the Sorell Railway so close, and the Derwent Valley Line, and the Oatlands and Apsley Line, and the prospect of the Huon line, don't you think we should have workshops at Hobart? You might as well have shops at every station.

368. You would think it desirable to send every little break to Launceston for repairs? No, that is what you have the repairing-shed at Hobart for.

369. *By Mr. Henry.*—You have said that there are certain foremen under present arrangements which I understand might be dispensed with. They are duplicated under your present system. Could you give the Committee any idea of the probable unnecessary cost that is incurred through this duplicate system: in the first place, how many foremen are duplicated? Three.

[Railway Workshops.]

370. Three men you might dispense with? Yes.

371. What are their wages? About 50s. a day for the three, and they are paid overtime besides. Then there is the duplication of tools. For instance, if you wanted a block cast you might have it at one end and the foreman at the other would never ask for it. You could not be sending tools from one end to the other backwards and forwards.

372. In these three men alone that would be roundly £730 a year you might save practically? Exactly.

373. If the railways were worked as a business concern you would at once dispense with these three men if you had control of that portion of the work? Yes, if all the works were in one place.

374. And that, you say, is merely one portion? Yes.

375. Could you indicate to the Committee any other way a saving could be effected? There would be a saving by concentrating the staff. If a job came in in a hurry you could concentrate the whole of the hands on it.

376. Could you indicate as to how many men you could dispense with if you were acting under these economic conditions? I cannot say exactly, but they might be cut down considerably.

377. That is, the men in addition to these foremen? Yes.

378. I suppose it is only fair to say the men and foremen engaged here do constructive work? Very little of late. It takes them all their time to keep the rolling-stock in repair.

379. What I want to point out is this, that this would not be altogether saved money—that these men, including the foremen, do some work here which you would have to do at the other end if the workshops here were closed? Exactly so, but you see one foreman could look after 100 men as well as 10.

380. The foremen would be all saved: do they do any work with their own hands? The blacksmith and carpenter do, but not the other.

381. Do I understand that practically you could save most of these three men's wages at all events? Exactly so.

382. You are not prepared to say what amount could be saved: I would like you to furnish information, stamped with your authority, what amount in your judgment could be saved under proper organisation; you could get the assistance of the accountant: could you do that? Oh, yes. I could give an estimate.

The Chairman: The accountant can give Mr. Batchelor what it has cost, but it would be for him to say what items could be really saved.

383. *By Mr. Barrett.*—With reference to the cost of receiving plant for engines and carriages, do you think Launceston is in any way inferior to Hobart in that respect? No; it is handier.

384. It costs less to land material into the workshops at Launceston than Hobart? Much the same.

385. When the new wharf is built at Launceston and put in connection with your roads, the cost of landing goods into the yard will be comparatively small? Practically so.

386. What are the largest ships you have seen alongside the Launceston wharf from which railway plant has been brought off? The *Gulf of Carpentaria*, *Gulf of Mexico*, *Essex*, and all the other Gulf liners.

387. Do you ever hear of any difficulty in getting alongside the wharf? No.

388. It has been put forward by members of the Committee that the Government in other countries find it more economical, and from choice take their workshops five or six miles out of town: what is your opinion on that matter? My opinion is that they have been compelled to go; there is no room in the town for them.

389. If the present workshops are removed, what kind would you establish? what would you recommend to be put up there at Claremont? I presume they would put up the present shops if they decided to remove them.

390. You have a lot of machines down here that might be employed solely in construction and not repairs: it would be advisable to take that plant to the new workshops at Claremont? Yes.

391. As regards the capabilities of the machinery you have at Launceston, do you think it is quite equal to the work of constructing all the rolling stock that might be required for the next ten or twelve years? I should think so.

392. You had engines landed here and sent to Launceston for the purpose of being put together and put in running order: would you inform the Committee why that plan was adopted? Simply because we had more room, and better appliances, cranes, &c. for lifting them at Launceston.

393. The mere fact of having these appliances would enable you to put them cheaper on the rails than you could at Hobart? Oh, yes. I did one here, and it cost nearly double.

394. Perhaps you will inform the Committee what tax it puts on your time having this dual system? I generally lose about three days a week. I come down on Tuesday, remain one day in Hobart, and go back the next day.

395. Then, again, supposing the bulk of the plant here was taken and put in new shops at Claremont, you would still require a staff of workmen here in connection with the running-sheds? Most decidedly.

396. For instance, if an engine came in with a broken spring, you could not run her to Claremont for repairs? No.

397. As regards the engines and carriages in regular use, you keep a register of the number of miles run, and you think it necessary on the completion of a certain number of miles to take them into the shed.

and give them an overhaul: does it cost anything to take that engine to Launceston? Nothing; it could take a train.

398. It is really no benefit to extend the workshops here on that account? No.

399. You have had a good deal of experience here and in Queensland and other countries, and we may as well have your opinion here. You are aware that at the crossing of Macquarie-street the traffic is congested? It is just like the neck of a bottle, and if the Corporation would consent to close that street the present workshops would not require to be removed. Half of them could be put up another way to give the necessary accommodation.

400. Could you advise that any additional machinery should be put in the Hobart workshops with a view of going into construction? I don't think so.

401. Could you give the Committee an estimate of the cost of removing the workshops to Claremont? To remove the present staff it would require a good sum.

402. Would you find enough water at Claremont to run condensing engines? Oh, yes; it is an easy distance to the river.

403. It has been said that 1000 gallons a day would be sufficient for these workshops: do you think so? Yes, there is not much required, only for filling the boiler.

404. And then, I suppose, you would not recommend the workshops to be built of stone and that sort of thing, but just of galvanised iron? Exactly so. The foundations for the boilers and chimneys would require to be of stone.

405. Don't you think it would be necessary to have a bigger water supply to keep something in the way of a fire-extinguishing apparatus and have the works in a state of safety, rather than only a small supply and leave them at the mercy of any fire that might take place? You could get a fire-engine that would take the water from the river.

406. That would not be so good as a gravitation scheme? Oh, no.

407. *By Mr. Crisp*:—Where are your head quarters? Launceston; just now.

408. Don't you think it would be as good for you to come down here if the Government desired it? If you brought all the men down here. I ought to be where the bulk of the men are.

409. As far as shipping is concerned, I was desirous of showing that vessels of larger capacity could come up the river at Hobart than up the Tamar; that is to say, the largest ship afloat could come up and discharge close to our wharves. Could it do that in Launceston? Not the *Great Eastern*.

410. With the exception of the *Great Eastern*, I would ask you whether the like of the *Paheha* could come up? Yes.

411. Shipping people here say she could not get up? I asked the captain when he was at Hobart, and he said his steamer could be taken up the Tamar.

Col. St. Hill: Why didn't they take her there, then, to land the engines instead of to Hobart. Bad management that, surely? No; the vessel was chartered for Hobart.

412. *By the Chairman*:—To sum up: do I understand that, in your judgment, the removal of the shops to Claremont would really be the erection of one additional establishment which is unnecessary? Exactly so.

Col. St. Hill: Remember they are already in existence.

413. *By the Chairman*:—Is it absolutely necessary, under any circumstances, that there should be shops still in Hobart even if you have them at Claremont? For running repairs, of course. Even if you erect them at Claremont you must have shops here.

414. *By Col. St. Hill*:—Having regard to this being the capital, and the assurance given by two successive Governments that the works should not be removed from Hobart, you still think they should be removed to Launceston? If it is the policy of the Government to remove them, that is all right.

The Chairman: If the policy of the Government comes into collision with his judgment he cannot help that.

Mr. Henry: So much the worse for the policy.

Col. St. Hill: It might be so much the worse the other way.

415. *By Mr. Barrett*:—What is your status in the engineering world? You have already told us of your experience in connection with Queensland railways and Tasmanian railways: were you ever in any other country? I have nearly 40 years' experience of railway work at Home and other countries. I was selected out of 100 applicants to come out to the Queensland railways. I came out with the first engines to Queensland, assisted to erect them, and remained there for five years. I had a long experience in England, Spain, and Portugal besides that.

THURSDAY, OCTOBER 22, 1891.

WILLIAM CUNDY, called and examined.

416. *By the Chairman*:—We thought that you, from your long experience of the Main Line Railway and railway matters generally, could give us valuable information in regard to what the Committee desires to ascertain. In the first place, I would ask you whether, in the interests of the travelling public, greater accommodation should be given in the present station at Hobart? I think so.

417. You think that greater accommodation should be given? Yes, certainly; there is no doubt about it.

418. Have you seen the plans of the new railway station? No, I have never seen them.

419. Do you think that the station-yard can be so altered that the requirements of the goods traffic can be met without removing the present workshops? I do not think that such a thing is practicable. I dare say it is possible, but, considering the large amount of excavation that would be necessary, and the obstacles that would have to be encountered from the Domain Committee, I do not think you could extend the station sufficiently for all requirements without removing the workshops. In fact, during the time that the line was in the hands of the Main Line Company, Mr. Grant and I often talked over the matter of removing the workshops; and on one occasion we approached Mr. M^rGregor on the subject, thinking that his ship-yard would be a suitable site. Long before the Main Line was purchased we had this question before our minds, but we came to the conclusion, from the Company's point of view, that it would cost too much money. After the line was purchased, Messrs. Back and Batchelor, and Mr. Grant and myself, visited the ship-yard with a view of seeing whether it would be suitable for the workshops. I believe that Mr. Batchelor was of the same opinion as Mr. Grant, that it would cost too much money, and then would not be large enough. The present railway-crossing in Macquarie-street is very dangerous, and we tried all that we possibly could to get the Government to allow us money to put a bridge over there, just where that old shunting hut used to be; and where the present painting shop is now, but Mr. Fincham never would allow it. We wanted the bridge to give us more room on the crossing.

420. *By Mr. Barrett.*—Was it only a foot-bridge you wanted? No, a bridge for vehicular traffic as well. The road would have to have been diverted, and go round by the present police quarters; I think you will find it referred to in the Parliamentary Papers. Mr. Fincham would not give Mr. Grant the money for it, and so it was never done. The workshops ought to be removed, there is not the slightest doubt, because there is not nearly room enough to do the necessary shunting, and there can be no station accommodation so long as they are there. We fully intended, if the line had remained in the Company's hands, to move them ourselves to some more suitable place.

421. *By the Chairman.*—Now, assuming that it is desirable to move the workshops, would it not be desirable to have them erected in some place closer to Hobart than Claremont? From what I know of it at the present time, I think that Claremont would be about the best place. I am not speaking interestedly, because it would absolutely pay me better, from a private point of view, if the shops were nearer the Town. I hold freehold property at Claremont on which I design to put a private residence. Speaking disinterestedly, Claremont is about the most suitable place that I know of; and a few miles more or less in the establishment of permanent workshops make very little difference.

422. I suppose that the interest you have at Claremont would not bias your judgement in any way? No; because I hold freehold property of far more benefit to me at New Town.

423. Have you a thorough knowledge of the Launceston workshops? Yes.

424. Do you consider that there is there all the machinery and appliances, and everything that is necessary to meet the wants of our railway system for the next 9 or 10 years, in regard to the construction of stock? I don't think there is sufficient room in the Launceston workshop, that is if you are going to manufacture your own rolling stock, and I should not think that it was a suitable place for heavy machinery, such as steam-hammers and things of that sort. I don't know very much about it, only that I have seen that it is a swampy place, and that the foundations are not so secure as they are down here.

425. To work the lines as economically as possible, ought there to be running, repairing and constructing shops both in Hobart and Launceston? In this Colony you want running and repairing shops at both places.

426. You must have some constructing shop, where the bulk of the construction is carried on. It is not proper to have that constructing shop in the centre of the system? It is not the general system; the principal railway company that do their own constructing, that I know of, is the London and North Western Railway. They make everything, from their own wire nails up to locomotive engines; but in Victoria and New South Wales they go in more for doing repairs, giving the construction work out to contractors. I think, with the large amount of new rolling-stock that you have now, that a repairing-shop at each end of the line would certainly meet all your requirements, until you go in for new rolling-stock.

427. And then give the work of construction out by contract? That is a matter that should be left to the discretion of the management. Certainly you will have a large amount of work to be done at this end of the line if all the lines now proposed down here are made; and it is suicidal, in fact you run great risk of accident, in sending "dead" engines or dead stock over the line.

428. I want to know whether you think there ought to be two sets of workshops? I think one workshop for construction is quite sufficient for the Colony; and I think it should be situated at the centre that has the greatest mileage running into it.

429. Should there be running-shops at the termination of the system? Yes. I think myself if the colony is going to encourage local industry, that tenders for rolling-stock should be called as a test before you think of building new workshops. I don't think Mr. Batchelor has any more room in the Launceston sheds now than he requires for repairs; and if he went into new work he would require more shed room. I should certainly try to let all the work by tender before I built any extensive workshops.

430. *By Mr. Crisp.*—How many years were you on the Main Line Railway? 15 years.

431. In what capacity? I was locomotive superintendent and general manager of rolling-stock.

432. Have you read the reports of public meetings in Hobart in regard to the railway workshops? Yes. I attended one of the meetings.

433. And was not the general feeling that they should be put on the piece of land now being reclaimed near the slaughter-yards? The general feeling of the meeting I attended was that they should remain in Hobart, on the site of the slaughter-yards.

434. What do you think of that piece of land now being reclaimed as a site? I think you will want all the room there for station purposes.

435. What do you think of Clàremont as a site? I think it is a very suitable place. The land now being reclaimed should be kept for station purposes, as a jetty could be run out to deep water for very little money, and large ships could come alongside of it.

436. Do you think that the Hobart station is large enough for present requirements? No, it is certainly not large enough.

437. You have not seen the plans of the new station? No.

438. And you think some improvement is necessary? Yes. The very question you are going into now occupied the attention of Mr. Grant and myself for some considerable time. We fully intended, if the line had not been sold, to move the workshops out somewhere. The site would have been selected by Mr. Grant.

439. If the Government decide to erect permanent construction-shops, do you think Clàremont is the proper place to put them? I think so. It would be better than Launceston on account of the foundations, and would be more central, looking at the extension of the Derwent Valley and the Sorrell lines. It would be also nearer to the shipping port for Strahan. Being narrow-gauge railways, the traffic will be pretty severe on them, and the less travelling of stock you can get the more beneficial it will be to the system.

440. You are aware, no doubt, that a large quantity of rolling-stock, engines, &c. is landed here and taken to Launceston to be put together. Is that desirable? No, certainly not. Everyone knows that that is against all economy.

441. I understood Mr. Batchelor to say that the engines could be better put together in Launceston than in Hobart? The reason for that, to begin with, is that there is not room enough in Hobart to lift the present running engines, and at the same time put new ones together. Mr. Batchelor was right in sending those engines to Launceston considering all things, because I think that sending them to Launceston would more than pay for the freight there, on account of there being no room for them in Hobart.

442. Are you of opinion that the workshops must be removed before anything can be done to the Hobart station? Yes, most decidedly. There is more injury from breakages done in the Hobart yard in shunting than by the whole wear and tear of the line put together.

443. Do you think that the improvement of the station is a work of urgency and importance? Yes; it should have been done long ago.

444. And you concur with Mr. Back that Clàremont is a suitable site? Yes, I think it is a suitable place.

445. Are you aware that Dr. Benjafield offered a site to the Government? I have not considered its merits. I fancy that Dr. Benjafield's site is on an incline; and I think that the Clàremont site is a better one.

446. Is there anything you think the Committee ought to be in possession of that you have not yet disclosed? If I was the general manager, and in a position to direct matters in connection with our railways, I should certainly erect, in the first place, a repairing-shop, wherever it might be, and I should then secure enough land to put up permanent workshops, with a view of making new rolling-stock, if it could not be obtained in the colony as cheaply as we could make it ourselves. I think we would be quite safe in selecting a site where we could erect large workshops, but I would not go to the expense of erecting them until I had tested the capabilities of the colony in regard to the manufacture of the stock by contract. I am in a position to know that if tenders were called for, certain people would come here from Victoria and other places and erect workshops if they were successful in tendering. I should advise you to put up repairing-shops in the first place, with a view of extending them to permanent workshops afterwards, and to select a site where you can extend them.

447. You recommend Clàremont in preference to Launceston? Yes, I do. I had to extend the present Hobart workshops with iron rails and sheet-iron roof to keep the men under cover when they were repairing waggons.

448. Would you recommend the erection of a proper station-house at Hobart? Certainly. If I had my way I should do as we intended to do—that is, to wipe out the present workshops and running-shed, and extend the present railway station on the Park-street side. It is a very necessary work, as it is not possible to work the yard as it is much longer.

449. Do you think that the present passenger accommodation is adequate for the traffic? No, it is not sufficient for the traffic there is now.

450. Do you think that every train that goes out of that station incurs a risk that would not be permitted by the Board of Trade? I am sure that the Board of Trade would not allow you to work the station as it is now worked. There should be a bridge-crossing, and, in any case, Macquarie-street should be carried over the line.

451. You would recommend a bridge? Yes, to go round by the police quarters. This road was laid out once, and I think plans were made for the bridge. Mr. Grant asked to be allowed to do this, in order to get more room in the yard. The crossing in Macquarie-street is very dangerous now, especially in the night-time, and it costs a lot of money for signalmen and for men to look out when shunting at night is going on.

452. You endorse Mr. Back's opinion that a new station should be erected? Yes.

453. And that there should be new railway premises for the erection of workshops? Yes.

454. And in your opinion Clàremont is the most desirable site? Yes, I think so.

455. *By the Chairman.*—Were not the Main Line Company in a different position?—Was it not judicious on their part to spend their earnings on additional accommodation, that the Government should not get anything back from them and pay them full interest? Well, we had to work as well as possible.

456. Would all this have been done supposing the Company was going to make further profit out of the line? I think so. It would be better for the travelling public.

457. Was it absolutely required? Yes.

458. You know that such a factor as I have mentioned came in? Yes.

459. *By Mr. Henry.*—Can you tell us the probable saving that the erection of a new station will effect in the working of the traffic? I cannot tell you that right off, but with a little consideration I could tell you approximately.

460. Have you any idea of the amount that would have to be expended? About £25,000 or £30,000 would be required to do the whole.

461. You say the station accommodation is insufficient for the present traffic? Yes.

462. Has not the present station served all the traffic while the line was in the hands of the Main Line Company? Yes.

463. Do you think there has been any increase in the traffic? There is no doubt about it. The very first week that the Derwent Valley Railway opened anyone accustomed to the thing could see a great difference in the yard. There was only one road where drays could back up to the trucks and take delivery of firewood or whatever came down; and the moment the Derwent Valley stock, fruit, firewood, &c. began to come in you would frequently see the drays standing there half loaded, while a train was pulled out and trucks shunted off. The almost indescribable amount of time was lost through want of proper station accommodation for goods traffic, and every line opened increased the difficulty.

464. What opportunities have you of observing the traffic working since you left the railway? I used to be constantly on the spot, and all heavy traffic was handled by my men.

465. Used it to be part of your duty to superintend the traffic? Only as regards the loading and unloading of things the porters could not handle.

466. You do not think it would be prudent to manage with the station as it is? Oh, no! it must be altered.

467. Could the traffic be carried on profitably with the present station? No, it is not possible to do so.

468. You don't know what saving would be effected by the erection of the new station? No. I know that when the Company had the line we were under a penalty to return the Government trucks at a certain time; and we had to pull out trucks half unloaded and put them on to a train going through the country. We used to see trucks of bark partially unloaded, in which the bark used to roll off, block the road, and cause the trucks coming in to overturn.

469. I want you to tell the Committee, if you can, what the probable saving would be as against the amount outgoing in interest? I don't think you can ask me to answer that question without calculation. I would not attempt to do so.

470. You simply state there would be a saving? I can only speak feelingly as a locomotive superintendent, and from having to keep the rolling-stock in repair. I used to suffer more than anyone from this yard being too small. Its working expenses are greater than the whole of the railway put together.

471. You say it is dangerous to work it? Yes.

472. Is the present system the same as the system while you were there? Yes, we worked it knowing we were running a risk of killing someone every moment.

473. Did you ever kill anyone? No, fortunately. We knocked down two or three people. The traffic is now more than double what it was then.

474. Is that within your own knowledge? It is, from what I have seen when going by.

475. Cannot some system of interlocking be introduced which would obviate the dangers you refer to at a less cost than these elaborate plans? All the interlocking systems you can bring to bear won't give you new roads.

476. Will you confine yourself to the question of danger? You can obviate the danger by means of interlocking, but you would lose time.

477. You say you can obviate the danger by means of the interlocking system? There is no doubt about that.

478. What would it cost? That I cannot tell.

479. Have you not said that in your judgment one construction workshop is all that is necessary with our present railway system? Yes, that is my opinion.

480. You have said that Claremont is the right site for repairing-shops, will you require a shop for running repairs in Claremont and another in Hobart? You require a stable in Hobart.

481. You would have to employ men there? Only cleaners and fitters, and there is always a fitting bench in a running-shed.

482. Experts have informed us that a running-shed is required in Hobart—what is a running-shed? A running-shed is a stable.

483. Do you mean to say that in addition to a stable you would require repairing-shops at Claremont? Yes, because when you lift an engine for repairs it sometimes takes 2 or 3 months, if you have extensive

repairs to do, such as taking out wheels, fitting tires, fire-box, &c. You want a shop apart from a running-shed to do that kind of work. In the best railway systems there are running-sheds, repairing-shops, and workshops for construction.

484. And you think Claremont is the best site for construction works in the colony? Yes.

485. Would the whole of the Launceston plant have to be taken to Claremont? No, all the Launceston shops are required for running repairs.

486. Have you sufficient plant here for the shops at Claremont? No, there is not sufficient, but very nearly so.

487. Then you would require additional plant? Yes, a little.

488. And you would have to duplicate the hands and departments? It would not be so any more than it is now.

489. If the line was your own, and you wanted to work it as economically as possible, would you, as a practical man, duplicate your staffs? Yes; it would be better than running the stock over the line and back again.

490. You have said that there should be only one construction workshop for the whole of the system? Yes.

491. Where should it be? At the centre which has the greatest mileage running into it, and that is Hobart. There is the Derwent Valley, Brighton, Sorrell, and other lines, as well as the Strahan line. If you were going to send a railway carriage to Strahan, you would not think of sending it to Launceston first.

492. You base your answer on the mileage? Yes, on the mileage, both existing and in prospective. In building these workshops you must have an eye to the future. When the extension of the Derwent Valley line is completed, as well as other proposed extensions, I think Claremont will be found the most suitable place for permanent shops.

493. Do not the extensions from Mole Creek to Zeehan and Waratah to Zeehan affect your judgment in that matter? Speaking as a practical man, I don't think those lines ought to be made. However, an answer I gave before will meet that—viz., at present I would advise the Government only to put up repairing-shops, and buy sufficient land to do for extensive workshops in the future.

494. You only recommend repairing-shops at present? Yes.

495. But, why buy additional plant for construction? Because the every-day requirements need more space and more tools to do the repairs with.

496. Your principal objection to Launceston is owing to the bad foundation for steam-hammers? That is one thing; but I think that Claremont would be a more central site.

497. Looking at the question from a mileage point of view, do you really think that Hobart is more central than Launceston? I think there is more mileage running into Hobart than into Launceston.

498. *By Mr. Barrett.*—Is not Launceston just as much a terminus of the Main Line Railway as Hobart? Yes.

499. We will take the question of repairs on the main line. Cannot they be executed just as cheaply in Launceston as in Hobart? Certainly not. If an engine is running into Hobart it ought to be repaired in Hobart. You would not think of running an engine to Launceston to lift it.

500. When an engine runs between Launceston and Hobart, is it not just as easy to repair it in one place as in the other? Each end of the line has its own engines, which are stabled there. Where the engines are stabled the repairs ought to be done.

501. When the Main Line was a private line you had no workshop in Launceston? We always kept a fitter there.

502. Does it cost anything more to send one of the Derwent Valley engines to Launceston than to Hobart? Not if she takes a load with her.

503. There is no mileage run by an engine without something behind her? Well, of course, you are going into a question of expenditure. The Launceston shops at the present time I do not consider are equal to the repairs of the whole island without additional expenditure upon them, therefore if you have to build a shop I should say build one where the engines are at work.

504. Coming to the question of mileage, can you tell us the mileage of the branch lines running into the Main Line on the Hobart side of Parattah? I cannot say exactly.

505. There is the Derwent Valley line, 30 miles long, the Green Ponds line, 30 miles, and the Parattah line, 10 miles, or 70 miles of line running into the Main Line on the Hobart side of Parattah. On the other side there is the Scottsdale line, 49 miles, and the Fingal line, 49 miles, or nearly 100 miles from these two lines alone. Then there is the Western Railway extension to the Leven, 94 miles,—and you say the mileage running into Hobart is the greatest? There is the Sorrell line running into Hobart, and the proposed extension of the Derwent Valley line to Strahan.

506. Are you aware that they are preparing for repairing-shops on the Sorrell line on the other side of the river? You know you cannot get over facts. In Victoria this thing has been thrashed out, and you are beginning to do it here. In Victoria there are extensive shops at Maryborough, Sandhurst, and Ballarat, so that they can repair the engines running into these stations. If the system here were my own I should certainly have shops both here and at Launceston.

507. *By Mr. Henry.*—And at Ulverstone and Scottsdale? Certainly, if the engines required it.

508. *By Mr. Barrett.*—Are there any constructing works at these places in Victoria? Only the necessary repairs are done. They can lift engines and repair the wheels. The wheels are sent from Newport, where the construction works are.

509. We have been informed by witnesses that the Launceston workshops are equal to the requirements of the system for the next 10 or 12 years without any extensive additions in the way of plant? I don't think they are. It is all very well to speak while everything is new, as it is at present, but the day will come when your rolling-stock will require extensive repairs, and I can say, from what I know of Launceston, that the workshops there will not be sufficient when that day comes.

510. Have you any practical knowledge of what the foundations at Launceston are like? I have only felt them as the trains ran over them. The ground was all on the work.

511. Have you ever observed those large factories close to the river. There is an old mill there 40 years old, built right out into the river? I have not noticed it. If you had to put in foundations for a steam-hammer they could be put in much more cheaply in Hobart than in Launceston.

512. Why? Because you would have to have extensive piling to put in to get a foundation for a steam-hammer of any size in Launceston. In Hobart you can get on to the rock in a few feet.

513. What sort of foundation is there at the Woolwich Arsenal? That I cannot say.

514. The large engineering shops around London have no better foundations. It appears to me that it is a very small objection? I admit that it is a small objection; but still, if I was going to do the work myself, I would prefer Claremont or some place near Hobart sooner than Launceston. One of my reasons would be that in Hobart the foundations could be better and easier got. It is a small matter after all.

515. Would not the proposal to build a new station necessitate a retaining wall 12 or 15 feet high the whole length of Park-street? It might necessitate one 10 feet high.

516. Do you know the land in course of reclamation behind the gasworks? Yes.

517. What sized embankment would it take to get up to the level of the railway line? It would take a good bit; but I would not think of putting workshops there.

518. To make more room in the station-yard, don't you think that that would be a good place for wood and coal, and all the rough traffic? I would not go so far down as that. Along the embankment there is a very suitable place for coal-drops, and when the Fingal Railway was started, it was our intention to put coal-drops there, but the Corporation objected to us making a road round by the slaughter-yards. We intended to keep the place at its present level, and make a road for carts round by the present slaughter-yards.

519. Don't you think if that part of the Domain that was leased to the Main Line Company, and never used, were utilized now, that it would give sufficient room? It is all bluestone rock, and will cost more to excavate than the station would to build.

520. Would you not have to quarry there to build a retaining wall in Park-street? No.

521. Do you think it would pay the Corporation to excavate that stone for nothing at all for the sake of the road metal? We should want additional lines into the station-yard, and to get them in with sufficient grade there would be quite enough bluestone taken out to build this retaining wall.

522. If that were done, would it give ample accommodation for workshops on the ground? I don't think so; I think you will find all this will be required for yard-room.

523. Supposing you took the Engineers' Barracks and the Drill-yard, would it not give ample room? No, there must be room for engine-sheds.

524. As Launceston is to be shortly connected with Zeehan, don't you think it will then be the only centre from which all the railway traffic radiates? I don't think so. If I was going to do it myself, I would build shops at both places.

525. And duplicate the staff and machinery? You will have to do that in any case.

526. And duplicate the officers and superintendents? It is the same all over the world.

FRIDAY, OCTOBER 23, 1891.

ROBERT C. PATTERSON, *called and examined.*

527. *By the Chairman.*—We have called you here, Mr. Patterson, to give us information to guide us in our deliberations in regard to the Hobart Railway Station and the removal of workshops. (The first question upon which we will ask your opinion is in reference to the Hobart Station. Do you think it is unnecessary there should be further accommodation there? Certainly, I do.

528. Do you think the station-yard can be arranged to meet all the requirements of the goods traffic without interfering with the present repairing-shops? I don't think it is exactly necessary to remove the existing repairing-shop for a year or two; but if anything is done at all it should be done on some settled plan. A comprehensive plan should be drawn out to include the requirements of the future, and any additions should be made on that.

529. Looking at the financial state of things all over the world at present, would you carry out those additions immediately, supposing the whole line was in your hands? If the line was in my hands I should close the shop in Hobart and pull it down. In Launceston you have workshops which cost over £10,000, and are right in the centre of the railway system, and I should have that set of workshops alone, and one management. If I was Commissioner of Railways I should close the workshops at Hobart altogether, and have the whole system at Launceston. I should keep a small shop for repairs in Hobart, but I should have no large tools in it.

530. What is your opinion so far as the travelling public and the goods traffic is concerned? In that connection I should immediately pull down the present paint-shop, which blocks the approach to the yards, and renders the traffic most unsafe. It is a great marvel to me that there has been no serious accident, with the express train especially. You will find that the present goods traffic arrangements are very unsatisfactory. I have seen a whole train of 30 trucks shunted outside the station yard to get rid of one truck. The goods and passenger traffic should be separated, and the repairing-shed blocks the way of getting into the yards. I think the proposed new station would effect a saving of a couple of thousand pounds a year in the working of the goods traffic alone.

531. In regard to the Macquarie-street crossing, do you think it is absolutely necessary that it should be closed? It is a standing menace to all the traffic that goes past. We had a crossing like that in the City of Adelaide, and we could not close it, so we made a bridge across at a cost of £40,000. Here there is no traffic.

532. Do you think that a foot-bridge is all that is needed? Yes.

533. *By Mr. Fenton.*—I think you say it is necessary that the shops should be removed? I think so. It is not absolutely indispensable, but it is highly necessary.

534. For the proper working of the station-yard? Yes. A man has now to walk out half-a-mile to meet each train. It is not safe otherwise.

535. Are you acquainted with the slaughter-yards here? Yes.

536. Do you think that it is a suitable site for workshops? No, certainly not. The ground there is saturated with the drainage from the upper levels. You get water two feet down anywhere there.

537. Do you know that piece of ground that is being reclaimed near there? Yes.

538. Would that be a suitable site? No; there would be no foundation, as it would be all made ground.

539. Are you acquainted with the Claremont site? No.

540. With regard to the new station, I think you said that it was desirable, but not absolutely necessary, to erect new station buildings? That is a matter for the management. If you have the money I think you ought to build a new station. You must certainly have a new station-yard.

541. Can yard accommodation be given without removing the present station? No.

542. Whether they build a new station or not the present one must be removed? Yes, the platforms must be got out of the way. Mr. Grant intended to make some alterations if the line had kept in the hands of his company.

543. Is it desirable that the points and signals leading into the Hobart station-yard should be interlocked? Yes, it should have been done long ago.

544. Do you think that interlocking could be efficiently applied under the present system? No. There must be a double line of rails going in to interlock properly. In England this line would have been stopped altogether. I was connected with interlocking in South Australia for 15 years, and I think that it is impossible in the present station here. The yard must be entirely altered and remodelled, and the paint-shop taken away.

545. I understand that you are of opinion that the Hobart passenger station is altogether inadequate for all requirements? There is no doubt about that.

546. *By Mr. Crisp.*—Have you seen the plans recommended by the Manager of Railways for a new station? Yes.

547. Do you not think, in view of the rapid growth of our railway system, that while we are erecting a station we should erect one that will meet the requirements of many years to come? I think so, certainly.

548. And that being the case, would you recommend that the plan of the Manager of the Railways be carried out? I should like to see it carried out in its entirety; and if it is not done at once the plan should be adopted, and the roads laid in. While doing a thing of that sort, it should be done once for all.

549. You say you would not recommend that piece of ground now being reclaimed as a site on account of bad foundations? Yes. If you had to build workshops in Hobart you should have proper foundations for heavy machinery.

550. Is that an important thing? Yes.

551. Have you seen the site at Claremont? No, I don't know where it is.

552. Do you know Derwent Park, the site that Dr. Benjafield offered to the Government? No, I don't know the district at all.

553. You say you would recommend the workshops being established in Launceston? Yes, because they are there already.

554. You have already stated that it is most important to have good foundations? Yes.

555. If it could be shown that there were no good foundations in Launceston, would you still recommend that place? I have seen the machinery in Launceston for over 20 years.

556. It was stated here that the foundations in the Launceston workshops were not sound? I must say that I can contradict that very flatly. There are turn-tables there which carry the new heavy engines without difficulty, and the heavy machinery in the building runs without any vibration.

557. Considering the Oatlands Line, the Derwent Valley Line, the Sorell Line, and, in the near future, the Huon Line, don't you think that there should be something more than ordinary repairing-shops in Hobart? No, I do not.

[Railway Workshops.]

558. If the £10,000 a year that is spent in dredging the Tamar could be saved by that means, would you bring the sheds to Hobart? Certainly, if we could save that amount, and if the saving of that amount turns on the workshops being brought to Hobart. In the meantime, if the dredging is to be stopped, irrespective of the workshops, I would sooner send them to Launceston. The expenditure of taking up the four engines landed in Hobart was at the outside only £10, and it only happens once a year.

559. You are aware, of course, that engines and other heavy machinery is landed here and sent to Launceston to be put together. Do you think that is desirable? I do, with the workshops at Launceston, which is the centre of the railway system. In South Australia we have workshops about 200 miles apart, with the main shops in the centre of the system.

560. Is there any other information you think the Committee should be in possession of that you have not already given them? Well, I think if the Government of the country or Parliament, for other than railway reasons—political reasons, for instance—made up their minds to have workshops at the Southern end of the Island, I think they ought to be out of town. In South Australia, where we have a very large station yard, we have had to move our shops out of town.

561. Is eight or nine miles a fair distance to move them? If it is the nearest site. I would not go more than three or four miles if I could help it, although when steam is once up in an engine the cost of running three or four miles extra is nothing.

562. *By Mr. Barrett.*—Supposing the navigation of the Tamar was closed altogether, what would the Main Line be worth? Not very much.

563. Do you think that it is necessary in the interests of Hobart as well as of Launceston that the navigation should be kept open and improved? Certainly so; it is the direct route to Melbourne.

564. Do you know that vessels of 4000 tons can come right up to the Launceston wharves? Yes.

565. Do you know that a new railway wharf is being built on the north side of the river in close proximity to the bridge? No.

566. Don't you think that when that wharf is finished, and lines laid to the workshops, that it will reduce the cost of landing rolling-stock to a mere nothing? It should be so. I recommended that to be done some years ago.

567. Do you think it would cost more to send an engine from the Derwent Valley or Apsley Line to Launceston than to Hobart? The cost would be a mere bagatelle.

568. Does not an engine going for its overhaul always take a train with it? Certainly.

569. *By Mr. Henry.*—Supposing you had control of the Railway system, do you think you would be warranted at this particular juncture, from a purely railway point of view, in spending £25,000 or £30,000? I don't suppose, if the venture was a private one, that I should do that; but I don't think you can look on a colony in the same light. We want to attract visitors. As a resident of Hobart, I should like to see this new station built. The Railway Commissioners in Victoria have built most palatial offices, and they are worse off than you are. In our case, the General Manager should have his staff all together in some building, if possible. Where they are all scattered up and down, there is no proper supervision, and they cannot be checked. It must come to this eventually; there must be some sort of building.

570. Do you think the colony can reasonably do for a year or two with the present system? Yes.

571. What do you think is the most prudent thing to do? The most prudent thing to do is to relay the station-yard, and interlock it. Of course, a station building is not an absolute necessity, but there must be some accommodation for the staff. If interlocking is not gone in for, there will be an accident.

572. But we will be compelled to erect a new station? Yes; and if you cannot spend £25,000 on it, spend £10,000. While about it, I should put up something that will answer for the future. You can do away with architectural features, and get the same room, no doubt, for half the money.

573. *By the Chairman.*—With the full knowledge you have of the machinery and tools in the Launceston workshops at the present time, do you think there is sufficient accommodation to meet the growth of our whole Railway system for the next seven or eight years? Yes, I think so.

574. With that in view, I understand that all that you think necessary is a repairing-shed in some other part of our system? Exactly.

575. And you consider that there is no necessity for additional workshops at Claremont or anywhere else? Yes, that is my opinion.

576. *By Mr. Barrett.*—One of our witnesses thought that it would be better, instead of having construction shops of our own, to let out the work of construction by contract, and encourage people to come here and establish workshops. Do you think that would be advisable? I certainly object strongly to it. It was done in Victoria and South Australia, but only for political reasons. The engines were made at a cost of 33 per cent. more than they could be imported for, and it was done simply with the view of establishing new industries in the country. They were certainly not more economically served.

577. Do you think, with our native woods, we could build trucks and carriages as cheaply as we could import them, the springs and wheels being imported? You can build trucks as cheaply as you can import them, but I am not sure about carriages. These latter require highly skilled labour, which costs 2½ times as much out here as in England.

578. Have you seen the carriages on the Main Line? Yes, they are very good carriages.

579. Don't you think it would be better to pay a little more for locally manufactured carriages than to import them? My experience of carriage building is not worth anything. It is a thing I don't know much about. The building of trucks and locomotives is a thing I understand thoroughly.

580. We have it in evidence that the machinery at Launceston is sufficient for the next 10 or 12 years, provided time is taken by the forelock in ordering stock? I think it will be sufficient if you are not going

on with railway construction. If you are going on with the Huon Railway, and going to extend the system generally, it would not be sufficient. For existing lines, I think it would be good enough for the next 10 or 12 years.

581. *By Mr. Henry.*—You have spoken of repairing and running sheds. What do you mean by a running-shed? A running-shed is a stable for engines, containing a few small tools for ordinary repairs.

582. There would be ample room in the re-arrangement of the Hobart station for such a shed? Yes. I would like to state that all these answers I have given are what I would do if I was manager on my own account. If I was a Government Officer I would have to carry out the policy of the Government.

JAMES EMERSON HUGHES, *called and examined.*

583. *By the Chairman.*—You are Stationmaster at Hobart? Yes.

584. Can you give us some information in regard to the inconveniences suffered by the travelling public, and in regulating the goods traffic at the station? I can tell you more about the passenger traffic than about the goods traffic, though I have seen enough difficulty in the latter. In the first place, we have not nearly enough passenger platform accommodation; and the way the yard is now, we cannot lengthen the present passenger platforms at all. We have only one way to bring the passengers from the street into the station. The present station was built to sell, I think. We have only one door about six feet wide to get passengers, luggage, and everything else into the station. If we have heavy traffic we won't be able to check the tickets; and on a wet day we cannot keep people dry when they go for their luggage. We cannot possibly alter that the way things are at present. On holidays, you have to sit down and work the whole of the traffic out the night before, and explain it to every porter in the place. Only this morning the mail train arrived with some sheep for sale. There was a light engine following the mail in; and it was just upon 8 o'clock before I could get those sheep down to the cattle-yards. I don't think you will find another place anywhere where the cattle-yards are on the main road as you run out of the station. If we had cattle arrive on a busy day we could not unload them. This morning auctioneers were singing out because they could not get their stock, and we could not let them have it. The Hobart station is only protected by two semaphores, and when the express or any other train comes in, we have only the bare locking of the points to know that she is safe. It is only since the Government has had the line that we have had the points locked at all. At present we have an engine employed all day long in shunting. If the yard was laid out as it should be, this engine would only be employed half a day, which would mean a large saving.

585. *By Mr. Crisp.*—Do you think that the Hobart passenger station is large enough? I am sure it is not.

586. Have you seen the plans of the new station as proposed by Mr. Back? No, I have not.

587. Are you of opinion that a new station-house should be erected? Yes. There must be something done this summer, or we will be in a mess with the traffic.

588. Do you think that such a station as the Hobart one is at present would be allowed by the Board of Trade? I don't think you will find a station anywhere situated as we are in Hobart. Even when I was in Launceston, in the old Main Line time, I had a better station to work, and could get more passengers through. In the Hobart station there is no guarantee that a bag taken from a passenger will reach the luggage van; we cannot watch it at all.

589. Do you know that the Government are renting premises away from the station for offices? Yes.

590. Do you think, so far as the station-yard is concerned, that it is necessary that immediate attention should be given to it? Yes. There is no doubt that unless we have something done this year the fruit trade will suffer very much. Last year we managed to get the fruit in, but this year I cannot say what we will do. If we have a few extra carriages coming in we will have no place to put them in, as every available piece of ground is covered now.

591. Is there any further information you can give the Committee? I should like to say that the sooner the workshops are taken away from the Hobart yard the better for us.

592. Do you think that the workshops are in the road and should be moved? Yes; it would give us more room for passenger traffic, and the goods traffic could use the building we are using now. We have only two roads upon which to run trains out of the yard.

593. Is there not a great risk incurred at present? Yes. There is no guarantee that a train will run all right in. There are no starting signals, and I have to start the trains and trust to the men.

594. Have you pointed that out to the General Manager? Yes, but he cannot help me. We have a paint-shop directly in our road. We also have Macquarie-street directly in our road, and if that were shut up it would help us a lot.

WEDNESDAY, OCTOBER 28, 1891.

MR. ROBERT C. PATTERSON, *recalled and examined.*

595. *By Mr. Henry.*—The Committee are desirous of knowing, Mr. Patterson, the distinction, in your mind, between a running-shop and repairing-shop? A running-shop means a stable for the engines, that is, a resting-place for an engine; when it has done its day's work it is then run into the running-shed

and remains there. A repairing-shop is simply a shop with a few tools in it to execute the ordinary repairs of the traffic, and is not a shop for putting together locomotives or doing any serious or heavy repairs.

596. We also want to know whether, in your judgment, there is room enough at the Hobart station, under a re-arrangement of yard, for the erection of a repairing-shop and a stable or running-shop? Yes, if you get an Act empowering you to close the crossing.

597. *By Colonel St. Hill.*—That is, if you close the Macquarie-street crossing? Yes.

598. *By Mr. Henry.*—But, without closing the Macquarie-street crossing there will be no room? I think not; it would be very awkward. I pointed out the last time that I contemplated that that crossing would have to be closed within at least 18 months' time, and I can see no valid reason why it should not be closed at once.

599. How many men do you consider should be employed in the repairing shop you referred to,—you did mention a number of men? Did I?

600. Well, in a loose sort of a way you did. You mean for ordinary purposes?

601. No, for running repairs; what number do you consider would be necessary in the working of this station? Oh, from 14 to 16 men.

602. From 14 to 16 men would be ample, in your judgment? Yes, more than ample; as a fact, at the present moment there are engaged at those workshops 69 men and boys, of whom 50 per cent. are boys; that is the entire strength of the workshops at the present moment. This does not count the people engaged in the running-shed who are cleaners, engine-drivers, and firemen, who number 60 or 70 more; but they would remain in any case, and the total number affected by removal would be from 15 to 69.

603. They may be dispensed with, then? Yes.

604. They are men and boys that could be dispensed with? Yes.

605. You said at your last examination that, in your judgment, it would be wiser to pension off these men? Yes, I did say so. I consider it would be wiser to do this rather than increase the number of workshops.

606. Rather than keep up the two different shops, you think it would be wiser in the interest of the Colony to pension these men off? Yes; there are 45 men and boys.

607. Now, in the event of this Macquarie-street crossing not being able to be shut up, how should this matter be dealt with, in your opinion. Do you think there would be room for a running-shed even then in the station-yard under the new arrangement? The running-shop would have to be put there, the repairing-shop would have to be outside somewhere.

608. But where outside? If you could get an acre and a half of the domain, that would be the place.

609. Should that repairing-shop be close to the station? It should be, certainly.

610. Would it be convenient, in the interest of traffic and the discharge of the work of repairs, to have it eight miles away? No, not for that number of men, certainly.

611. Then the repairing-shop you refer to should be near to the running station in your judgment? It should be.

612. *By Mr. Fenton.*—What are the men engaged in the shops doing at present: are they engaged in repairs, or what? They are engaged in doing running repairs, in reconstructing engines, renovating them, and doing new work; they are also there to do general brass work; they have a large number of smiths, and in fact, they are doing general work.

613. General repairs? Not only general repairs, but heavy repairs, and all the brasses necessary, in fact, for Hobart and Launceston.

614. There is no construction going on? Reconstruction.

615. Construction, but not reconstruction? Well, reconstruction would be necessary repairs, that is, actual repairs that you make.

616. Then you recommend that the reconstruction should be done in Launceston, and that only running or traffic repairs should be done in Hobart? Yes, just sufficient to keep the engine going—to keep it travelling from one end to the other; that is, of course, taking it from a railway point of view, and not from a point of view of Members of Parliament.

617. Then you are of opinion that all the men you would require in what you call a repairing-shop in this end of the island would be 15 or 16? Yes; of course in addition to that, there are 50 or 60 men who must stop here.

618. What would they be doing? Oh, they are engine-drivers, cleaners, &c.

619. Of course the engine-drivers and those you mentioned would not be affected by this arrangement? No; there are 69 men and boys in the workshops at present.

620. You think that number could be reduced to 15 or 16 and still carry on the necessary repairs? Yes.

621. *By Mr. Crisp.*—You consider the workshops should be in Launceston. Now I don't know if you are aware, but suppose we take the different Railways—say the Oatlands Railway, the Apsley Railway, and the Derwent Valley Railway, and, in the near perspective, the Huon line, and also the West Coast line to Zeehan—seeing these are all so close to Hobart, the Capital of Tasmania, and seeing also that we have a river frontage and a harbour which can be come up to by day or by night, would you not advise that the workshops be retained in Hobart? No; I take it that the Oatlands Railway has a very small traffic, the Apsley and Sorrell Railways will also have small traffic, and as for the West Coast line that will be connected with Launceston by railway. The Coast line, of course, would be the only long one, but there would be a connection from Waratah to Zeehan, and you would never bring engines round here for repairs.

622. Seeing the advantages are superior that vessels can come up here by day or by night, I should like to know why you recommend Launceston? Because Launceston is the centre of the Railway system; we have a line from Emu Bay, I don't know how many miles it is. 120?

The Chairman.—About that.

Witness.—There is a very heavy line to Scottsdale 50 miles long, and then we have the Main Line Railway; these three have all their termini in Launceston. Hobart is at the extreme end of one of the lines, and if you have the workshops in Hobart you would have to bring your engines from Ulverstone, a distance of 250 miles, to be repaired; the same is the case with Scottsdale—you would have to bring them 180 miles. I consider Launceston is the best place from a railway point of view. That is what I would do if I were manager and had absolute control, and wanted to work them to get a profit for the public money invested. There is no doubt Hobart has great advantages. I would not, as a manager, take my engines from Launceston to Hobart for repairs.

623. But, considering that these locomotives consist of heavy massive pieces of machinery, do you still think it desirable that they should be taken from Hobart to Launceston to be put together? Well, there would be disadvantages on all sides; but if you have shops at each end there is the expense for duplication of machinery. If you must have workshops have them either in one place or another—don't have two sites. It is a matter of indifference to me, but there should be one centre under one manager, and let everything go there. To build workshops at Claremont or elsewhere and keep the two—that one and the one at Launceston—open is a thing that could be only done under a government institution and where rival interests have to be consulted—north and south, for instance. Certainly one of the shops should be closed.

624. Well, compare the two rivers: seeing the advantages the ships have of coming up to Hobart, and the disadvantages of going up the Tamar, and seeing that vessels of a much larger size can be brought here and land their goods much easier here than in Launceston, would you then recommend that the shops be shifted? What is the difference in freight?

Mr. Fenton.—Nothing.

Witness.—That is the point. If these pieces of machinery can be landed at Launceston for the same rate as they can be brought to Hobart, I would. The engines for the Launceston and Western Railway came out from England, and were much heavier than those on the Main Line, and if the freight is the same the objection ceases.

625. I understand that the locomotives and heavy machinery, when once placed on the track, it makes very little difference in the matter of a few miles where it goes? Very little.

626. Very well: seeing that a ship can come up the Derwent under far more favourable circumstances than the Tamar, and considering this fact about its making little difference once they are placed on the track, why do you recommend Launceston? I thought you referred just now to distance of two or three miles out of Hobart for workshops. It makes no difference for two or three miles, but it makes a big difference for a hundred and fifty miles. Launceston is at the present moment the centre of the railway system of Tasmania, and there is no doubt the workshops which are there are sufficiently complete to serve this country for ten years or more to come; but if a public necessity or otherwise demands that these should be at the capital, then I would close these shops in Launceston.

627. You would close those at Launceston? Certainly; if you start workshops at Claremont I would close those at Launceston. You could not keep them both open.

628. *By Col. St. Hill.*—Mr. Patterson, I cannot help thinking that you do not altogether take in the present situation in regard to these workshops. The Government propose to spend a sum of £3000, not in duplicating any system of workshops, but simply to remove the present existing workshops out of the yard into a more convenient place? Yes; I understand that.

629. Keeping the Launceston workshops as they now are, with all their machinery and plant; but the only object the Government have, according to the way the vote was put to the House, that a sum of £3000 be spent on Claremont to get the shops out of the yard where Mr. Back desires to remove them from. It is not a question of rivalry with Launceston, but one of getting rid of these shops? That is, unfortunately, the rivalry. I say if you remove them, remove them by all means; but all you want here is a workshop capable of doing repairs for 135 miles of railway.

630. At this end? At this end, but at the other end you have the workshops capable of doing anything.

631. It appears that there is among you civil engineers, like doctors, differences of opinion? Oh, yes.

632. You are not, then, of opinion, as an eminent engineer has told us, that to work a line as economically as possible there ought to be running and repairing sheds at both ends? Yes, I am, certainly; running and repairing shops.

633. Then you are of opinion in this colony you want running and repairing shops at both places? I am.

634. Then it seems we are coming to the old starting-place? There is a confusion about the terms, I think; a running and repairing shop is simply a shop with 14 or 15 men to carry out casual repairs. At Launceston the shop will also serve the purpose of repairs; you could eliminate one workshop and leave the one in Hobart with a fourth of the number of men it has at present, but you must have a running and repairing shop here if the workshops are in Launceston.

635. The difficulty still remains that, supposing that one of the present shops can be closed, which of these two is to go? Well, I should close the Macquarie-street crossing.

636. That is another point, and would require an Act of Parliament, and it is a question whether the citizens would stand it? Yes, I know it is a difficulty. We had the same thing to contend with in Adelaide.

637. But would it make any difference if these workshops went five or six, or even eight miles out of town? It would not make much difference to the repairing-shop so long as the running-shed was not

there,—say for instance, it would never do for the express engine to come in after its long journey, discharge its passengers, and then make it go eight miles to its resting-place. You must have the running-shed in Hobart.

638. That would be simply a stable, then? Yes, it would be a simple thing; if you cannot get the land and close the crossing, well, you must put the workshops at Claremont.

639. But in your opinion, does it make much difference, once you go out of Town, whether the distance is 4, 5, 6, or 8 miles? Not much; if you had to go 5 miles out of Town you could go the other 3 or 4 miles in 5 or 6 minutes.

640. Here is another question which was asked of a witness—"If the line was your own and you wanted to work it as economically as possible, would you as a practical man duplicate your staffs?" What staffs.

641. In the workshops? No.

642. You are at issue, you see, with your confrères on that? I am.

643. Is it not the case in Victoria that extensive shops exist at Melbourne, Sandhurst, and Ballarat? Yes, at Ballarat, Melbourne, and Sandhurst, but not very large.

644. Should we not have a similar system when it is considered the Derwent Valley and West Coast lines are within measurable distance? I don't know whether it is within measurable distance; I know it is projected.

645. What I want to arrive at is, if you think, under the facts of this colony being practically in its infancy, whether it would be a wise thing to put all our eggs in one basket, and whether, seeing that if these things take place land may go to a fictitious value—that is, go to a big price—and that you have already to go somewhere for your running-shop, and you can secure your land at a reasonable price now and start your running and repairing shods, do you not think as these railways are going to extend—that it is time to start our workshops now—that is, I should like to ask you if you don't think it is a politic plan to make certain purchases now than bide your time? I do, certainly. I don't know anything about the site.

646. No, No! but irrespective of any sites, and speaking generally? You have to get a site, and I would get that site large enough to put these on.

647. You have your land, then, and if the colony makes such strides you are ready, and if it doesn't you have your land? Yes.

648. *By Mr. Henry.*—Do I understand you recommend acquiring this land at Claremont only if we cannot get sufficient room for a repairing-shop at Hobart? Certainly.

649. Then, if you were able to secure sufficient room you are of opinion the repairing-shop should be in the station yard? Yes, but that depends upon getting an Act of Parliament to close the crossing.

650. You are clearly of opinion that is the wisest course—that is, simply to have a running-shop and repairing-shop, and not to go out of town in the meantime? No, not if you can close that crossing; of course I know that is the difficulty.

651. And failing our being able to arrange that, to go out of Town? Yes. Of course I am under a great disadvantage, I do not even know where Claremont is, but that is a mere matter of detail so long as you go out of Town.

652. If an experienced man saw that this duplication of the workshops was costing the country at the present time £1200 a year, would it be your opinion such was the case? Yes, I would say it was more likely £6000 or £7000.

653. The Government cost? Yes.

654. Then £1200 would be a very safe amount to set down as utter waste? Yes, he is well within the amount, whoever he is.

JOHN CHEW, called and examined.

655. *By the Chairman.*—What is your name? John Chew

656. I understand, Mr. Chew, you are desirous of giving evidence before this Select Committee on the removal of the workshops, I do not know if you understand anything about this removal or the alteration of the station? Yes, anything I have to give is of a practical nature.

657. In the first place, it would be desirable we should know what you are by profession, and what experience you have had? My present business—

658. Have you had any experience as an expert? That of a working man who helped to work both in the present management and who was here in connection with Mr. Reynolds and other people at the Gas works, I know the site well and all its capability.

659. But are you a railway man? A railway engineer?

660. Yes, a railway engineer? No.

661. Or in railway management? No.

662. Or in the construction of railway sheds? No; my object in wishing to give evidence is to set a statement right, that is, a misrepresentation to the Minister of Lands and Works by an official. It has been said, and you will perhaps remember, that Dr. Giblin asked what was the reason of the removal in his place in the House, and the Minister of Lands, I think, (I quote from the report of the *Mercury*, which, if not the *Hansard*, will bear me out) answered that they could not get a foundation for the heavy machinery, and on being pressed for a further reason he said scientific men do not descend to details. I think that was the answer of the Minister of Lands.

663. Well, what was the statement you want to correct? That the place is unsuited for the erection: that the site—

664. What site? The site of the railway and the shops.

665. Claremont, do you mean? No, Hobart. I argue as to the fitness of the site for railway workshops.

666. Which site? The present site where they are now. It was of this site he said he couldn't get a foundation. I think it was Mr. Batchelor's statement he was quoting.

667. Do you know that Mr. Batchelor made that statement? I think if we had the files of the *Mercury* here you would find in that discussion that it was Mr. Batchelor. I would not be certain, but that was the answer to Dr. Giblin, that they could not get a site for heavy machinery.

668. *By Colonel St. Hill.*—That was on the reclaimed land adjoining the slaughter-yards. Just so, but that is the whole of the land for acres round, and the land round the railway has had to be blasted with powder to prepare it for gas-works, and all of it is a continuation of a heavy ironstone reef. The retort and gas-house is built of bluestone rock, which I was the first to get out before Mr. Falkiner came here, or before Canning or Scoles' time. I am very certain it would carry the machinery of the world. It is a continuation of the same reef you can see where the buoy was, a distance out in the water; it shows at low tide. Besides getting a good foundation you could get a good quantity of stone, which could be cast into the water at random and form a jetty for the landing of heavy machinery. This, I state, is against the site at Claremont. Vessels can come up here, for it is one of the best places, but if you go up the river you would have to engage lighters, and I don't know what difficulties you would not have to meet. I consider it would be a waste of money to remove them to Claremont. There has been no necessity shown for the removal to Launceston. You have skilled mechanics in town who can do all the work requisite, and you could have had evidence of this but that there were only two persons to be summoned.

The Chairman: There was no limit from this Committee?

Witness: You could have had Sexton Chew's evidence; he is certificated as a driver by Mr. Clarke, and is a good engineer earning his £4 a week, and getting as much work as he can do, and he would have said there would have been room for many years to come; he could make and fit this railway plant; he is a practical and skilled mechanical engineer. That is mainly all I have to say. I know it to be false; it is a misstatement, and I attribute it to the ignorance of the official placed there, and that he is a new man. I have resided here forty years, and I have erected premises, and I know what the land is like. My friend Mr. Bandaret, who is an architect by profession, has drawn a plan, and I think will be able to show you there will be plenty of room on the present site for 50 years to come. I think the removal of the shops from the southern side would be a most unjust thing and against the interests of the Southern Electorate. I do know there will be a movement against it. The northern men have had all the outlay for eight or ten years of railway expenditure, and now they covet this, and if the Southern Electorate allow it they deserve to have an iron collar on their necks. I trust the men elected to represent us, especially in Town, will see to this: you may depend upon it people will move in the matter. We don't expect to get redress because I understand we are outvoted by a Member for the North, and if you have the number you can carry anything for the North. I don't know how true this is, but I am told so. Mr. Bandaret will, I think, prove the site is large enough. My son said all the turning could be done in an upper story, and much better than it is now.

669. What we desire is evidence of what you know? I simply wish to show that it is misrepresentation by the Minister; that he represents a country constituency, but that does not make him competent, and I don't allow him to be the judge.

The Chairman: We won't go into a political discussion. I don't think this is the place for it.

670. *By Mr. Crisp.*—I need hardly remind you, Mr. Chew, that the Select Committee are enquiring into three distinct things. First of all, the erection of a new passenger station for Hobart, also the relaying of the station-yard at Hobart, and the question of removing the workshops from Hobart. That is what the Select Committee is sitting for, and I understand you have written to ask to be allowed to come here to-day and give evidence on this question. I want, first of all, before I put any particular questions to you, I should like to ask you if you have any information, or can give any information, on these three proposed schemes? You have a full opportunity. If you can give us anything about that the Committee will be very glad to receive it? I don't put forward my own judgment only, but also that of my son, who is an engineer, with regard to the railway and fitness of the site for the work, and its adequacy without removing the slaughter-yards or anything whatever.

671. If I understand you, you would not recommend the removal of the premises in the station-yard at present? Certainly not.

672. If I tell you that several witnesses have said it is very desirable to have these removed in order to carry out plans for the relaying of the Hobart station-yards, would you then say it ought not to be removed? I am convinced I am correct from Mr. Bandaret's plans, and the way he has explained it. He is a practical man, well acquainted with railway construction in England. I am quite convinced there would be room enough by removing the goods-shed down to the water.

673. It is pointed out that the station-yard is now very dangerous; the trains coming in and out now incur very great risk indeed, which will not be permitted to continue by the Board of Trade, and experts have stated it is necessary to have these removed in order to have the yard relaid. Now, we want to know whether these workshops should be removed? Down near the water to the slaughter-yards?

674. To the slaughter-yards? Yes.

675. That is your opinion? Yes.

676. And you think it is far and away before Claremont? Yes, for health and everything. I have been at Launceston, when the station-yards were very crowded, and I do not think you will ever find a more convenient place either at Launceston or elsewhere than there is here. At Launceston there is a swamp on one side of the sheds, and the land is under water for three months.

677. Witnesses have stated here, that it is necessary to look at it from a monetary point of view, to save as much money as possible in the carrying out the railway system of Tasmania, and that it is necessary to have these shops as near the centre as possible, and Launceston has been pointed out as that centre, and it has been recommended as the place for the construction of permanent workshops? There is a day coming, I hope, when we shall have a line from here to Zeehan, and Launceston will not by any means be the centre of the network of railways. As to the saving, I see there is a proposal to save £800 a year—only think of that, the magnificent sum of £800!—by discharging two or three overseers. That is the large idea of Mr. Back or Mr. Batchelor. Where we are speaking of the general good, what is £800? It is a mistake to think Launceston will be the centre of the railway system. The Railways of Victoria could be bought to-morrow—

The Chairman: I think that is entirely outside the scope of this enquiry.

Witness: I came with the firm intention that the site would carry the machinery of the world, and I think Mr. Bandaret will prove that there is plenty of room.

678. *By Mr. Crisp.*—In consequence of the West Coast being rapidly developed, and the improvement of things, it has been pointed out that the land you refer to would be far and away too valuable to be used as a workshop site, and therefore Claremont is recommended? The same material would come in. I speak now as a working man who has been regarded as of fair average intelligence. I have had jobs and employed men to do the part I could not do, and depend upon it you would have to provide the same material at Claremont which you would here have at your hand, and I tell you it is good material.

679. Considering that so far as the south is concerned, there is the Derwent Valley, the Oatlands, the Sorell, and Huon Railways, together with the West Coast Line down through Strahan to Zeehan, and also that we have a river second to none in the world—with all these facts staring you in the face, would you recommend the workshops being put in Launceston or Hobart? In Hobart.

680. Then, if the other witnesses have stated, notwithstanding that, Launceston should be the present centre of the railway system, you would recommend Hobart as the place for constructing workshops? I certainly would, outside of all engineering considerations.

681. *By Col. St. Hill.*—You must understand we have a consensus of opinion that these railway workshops are to go out of the yard—there is a perfect concensus of opinion on that point? Although you have room?

682. No, there is not room at all. The only thing to allow the workshops remaining there will be the closing of Macquarie street; if you cannot get that, then there is a consensus of opinion as to the removal? What is to prevent you closing Macquarie-street? Looking further than that, why, if you have the construction workshops, you have the men here who can make these locomotives.

683. But it is recommended these ought all to be discharged? That is a great mistake; it is like that man who has assured you that the expense for the last 10 years is less.

The Chairman.—That is apart from the question, I think.

684. *By Col. St. Hill.*—Yes, that is apart from the point: what I want you to grasp is this—you must bear this in mind clearly—there is a perfect consensus of opinion that unless Macquarie-street is closed these workshops must be cleared out; now it is for you to consider, taking it for granted that they are taken out, where is the best place to go to? The nearest available place. The most suitable place would not by any means be 7 or 8 miles out of town. I have heard that there is land at Cornelian Bay, but I should like the site near the water if there is water available; then I should like to see the engineering industry developed on this side of the Island.

685. *By Mr. Henry.*—I ask you one question: would you, as a Hobart citizen, recommend that Macquarie-street be shut up so as to secure the workshops here? Most decidedly I would.

686. You would? Yes, most decidedly; there is very little traffic there.

JOHN BANDARET, *called and examined.*

687. *By the Chairman.*—Your name is John Bandaret? Yes.

688. What are you by profession? Architect.

689. Have you had any experience of railway works? Not exactly in the engineering. I have had three months' employment in connection with the refreshment department on one of the leading London railways. It was only as travelling manager, but it gave me great insight into the working of railways, and in addition to that I have taken great interest in the construction of all railways out of London. I have watched the construction, and have a thorough practical knowledge, of the working and construction of railways, that is, merely from an amateur point of view. I am not an engineer. My business in London was that of architect and builder, and of course that brings you into connection with these things very largely.

690. You know that the Committee have met to enquire into two subjects—first, if it is desirable to build a new passenger station here, and second, whether there could be new workshops where they are at present. I ask you do you consider yourself sufficiently competent to guide the Committee on this matter? I can tell you a great deal concerning what has been done in London.

691. In what—in building stations? Yes, in building stations.

692. But it is in building stations in Hobart, and not in London. Have you a sufficient knowledge of the requirements to advise the Committee? I think I can.

693. What is your judgment? My judgment?

694. Yes. What are your opinions of the station requirements of Hobart?—that the goods station should be removed, or that they should be both together? No such thing is done as a rule; the rule at Home is to keep the two stations distinct.

695. And in your opinion the new station ought to be built there? I would build at present temporarily, for the traffic is uncertain. My experience, as a rule, has been that the stations are put up only to be pulled down again.

696. What, in your judgment, should be done about that station now?—what would you advise the Committee should be done? I should increase the passenger station on the side near the present goods station; I should move the goods station down to the sands; and I should connect the junction between the railway itself and the goods station, not where it is at present, but take it well on to the land opposite the baths. If you will allow me I have prepared a plan, which I will show you. (Plan put in.)

697. And what do you recommend? I recommend that the present goods station marked A be removed to the present sands marked B and the ground now being reclaimed from the river; that the station—the present passenger station C—be enlarged on the A side; and I recommend whatever is done here should be done in wood. There should be no permanent station put up, for this reason, that the curve entering the station is excessively dangerous, and is bound to lead to a serious accident sooner or later, and the line will have to be altered to go up Park-street valley.

698. *By Col. St. Hill.*—But you will want a station all the same? Yes; I will show you this on map of Hobart. The new station I propose to put in Liverpool-street, opposite Park-street, and the line will start from beyond Risdon Viaduct, and follow the rivulet down to the new station, and turn on to Liverpool-street, and also turn into Park-street; and Park-street would be raised to allow of its passing under that raised road, and a curve made through the present station-yard and back again to the station, so that all incoming trains could run around without any difficulty, and the same engine that brought a train in would take it out again, or the same loop could be made over the site of Wapping, which arrangement would not interfere with the present workshops, and would allow room for extension. Such a loop as I speak of is shown on the map of the Chicago Exhibition Grounds; it is not a new idea, and was proposed many years ago in relation to a London station. With reference to the present site of the railway-yard, with one exception—the Waterloo Station in London—the area, taking all the strip of land, and also with Park-street, is sufficient accommodation for everything, and is equal to any London metropolitan passenger station. I would therefore suggest the high-ground railway-yard next the Domain, and a high-level station should be created.

699. *By Col. St. Hill.*—On the Domain? Not on the Domain; on the Domain side the ground is very high, and the line should shunt thee, and go over that and take the creek, and follow the line of the creek until it gets opposite Molle-street, and a high-level line built over the creek; and when it gets past Molle-street it should creep up the hollow and eventually go behind Knocklofty and, if necessary, skirt the lower slopes of Mount Wellington and thus find its way to the Huon. As far as my knowledge is concerned, railway repairing workshops are almost invariably near the terminus. Large Railway workshops are almost always put somewhere half way between the two ends of the line; for instance, there is Derby and several other places.