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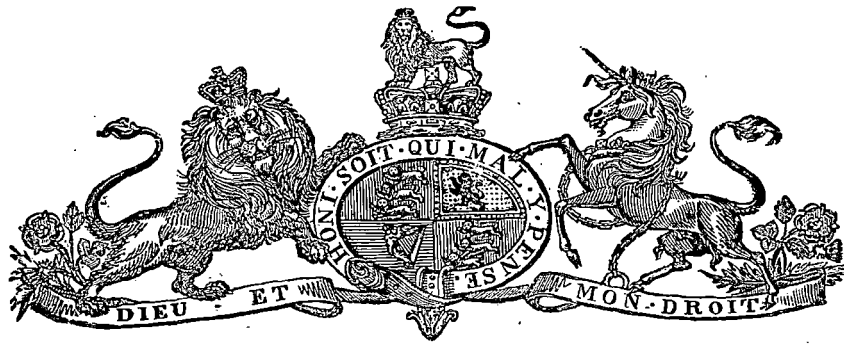
T A S M A N I A.

H O U S E O F A S S E M B L Y.

MERSEY AND DELORAINÉ TRAMWAY.

C O R R E S P O N D E N C E.

Laid upon the Table by the Minister of Lands and Works, and ordered by the House to be printed, June 19, 1873.



MERSEY AND DELORAINE TRAMWAY.

MEMO.

113, *Macquarie-street*, 31st *M arch*, 1873.

THE attention of the Honorable the Minister of Lands and Works is solicited as to whether himself and Colleagues will introduce into the ensuing Session of Parliament a Bill to enable the Government to lend to the Mersey and Deloraine Tramway Company the sum of £65,000 at 5 per cent. per annum interest, to enable the Company to complete the Tramway from Deloraine to a deep water shipping place on the Mersey.

The length of Tramway (when completed) will be 30 miles, of which 17 miles have been constructed.

To make the remaining 13 miles £65,000 is required: for this sum the following security is offered:—

The 17 miles of Tramway now made.

Stations and Rolling Stock.

The 13 miles of Tramway to be made; and

The 16,640 acres of Crown Land to which the Company will be entitled upon completion of the Tramway: in short, as security for the £65,000 there will be given 30 miles of Tramway, with Stations, Rolling Stock, &c., and 16,640 acres of land.

GEO. WHITCOMB, *Managing Director*
M. & D. Tramway Company, *Limited*.

MERSEY AND DELORAINE TRAMWAY.

ESTIMATED Cost of constructing 13 Miles of Tramway.

	£	s.	d.
Clearing, per mile, £40	520	0	0
Cuttings, 6500 c. yards per mile, at 1s. 6d. per yard (the leads are short)	6337	0	0
<i>(The average cost of the cuttings on the 17 miles made has been 1s. 6d. per c. yard.)</i>			
Side drains, per mile, £20	260	0	0
Small bridges and culverts, per mile, £78	1014	0	0
Ballasting, 2200 c. yards per mile, at 3s. per c. yard—£330 per mile	4290	0	0
Cross sleepers, 2200 per mile, at 1s. 4d., for which they can be delivered along the Line (including handling)	1906	0	0
Rails, 40 lbs. to the yard, making 63 tons per mile, at £16 per ton—£1008 per mile	£13,104	0	0
Fish plates and bolts. say	1000	0	0
Spikes, 3½ tons per mile, at £24 per ton—£80 per mile	1040	0	0
	15,144	0	0
<i>(Rails and chairs cost on 17 miles made, £672 per mile.)</i>			
Points and crossings and sidings	1000	0	0
<i>(The Company have a quantity of this material on hand.)</i>			
Transport permanent way material along the Line	300	0	0
Laying permanent way and sidings at 1s. 3d. per lineal yard—£110 per mile	1430	0	0
Rolling stock, 2 locomotives, carriages, trucks, &c.	5000	0	0
Stations and buildings, including terminal wharf and arrangements	3800	0	0
Fencing both sides of the Line, 640 rods per mile, making in all 8320 rods, at 4s.	1664	0	0
	£42,665	0	0
Cost of land, 90 acres, at £10 per acre	900	0	0
Engineering expenses and general management for two years	2500	0	0
Altering present gauge of 4 feet 6 inches to 3 feet 6 inches, widening water courses and sundry additions and alterations along the Line, at £400 per mile	5200	0	0
Repairing and altering timber bridges	1000	0	0
	£52,265	0	0
Contingencies, 7½ per cent.	3919	17	6
Interest on £65,000 for one year	3250	0	0
	£59,434	17	6

To continue the Railway from its proposed terminus at Deloraine to the terminus of the Launceston and Western Railway, crossing the Meander for that purpose, would cost about

	£3000	0	0
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MEMO.

The estimated cost of some of these items are considerably in excess; for instance, the sleepers are put down at 1s. 4d. each, a party being willing to deliver them along the Line at 1s. each. The earth work (*i.e.* cuttings) stated at 1s. 6d. per cubic yard would probably not exceed 1s. Rolling stock, &c., station buildings, and terminal arrangements might be much less, at all events at the commencement:

GEO. WHITCOMB, *Managing Director M. & D. Tramway Company, Limited.*

*Company's Office, 113, Macquarie-street,
Hobart Town.*

THE MERSEY AND DELORAINE TRAMWAY.

THE Mersey and Deloraine Tramway Company (Limited) are desirous of borrowing from the Government a sum not exceeding £65,000 at 5 per cent. per annum interest.

The money so borrowed to be applied to the following purposes; viz.—

- 1st. Extending the Tramway from Gilbert-street in Latrobe to a deep water shipping place on the Mersey, and from Coiler's Creek to the Township of Deloraine.
- 2nd. Altering the gauge of the present Tramway from 4 feet 6 inches to 3 feet 6 inches.

The length of the Tramway when extended as above will be 30 miles, of which 17 miles have been completed, leaving 13 miles to be constructed.

The Company offers as security for the sum proposed to be borrowed—

- 1st. The 17 miles of Tramway *now made* together with the Rolling Stock, Station Buildings, &c. belonging to the same.
- 2nd. The 13 miles of Tramway *to be made*, together with the 16,640 acres of Crown Land to which the Company will be entitled upon the completion of the Tramway.

The money to be advanced from time to time as the work progresses.

The Tramway to be completed and opened for public traffic on or before the first day of January, 1875.

The Company to allow at all times an inspection of their books, and to give any other information reasonably required to satisfy the Government as to the expenditure of the money for the purposes proposed.

The Mersey and Deloraine Tramway was begun under an Act of Parliament dated 21st September, 1864; and on the 7th September, 1865, Parliament voted to the Company 1280 acres of land in respect of each mile of Tramway.

On the 8th and 10th September, 1868, Resolutions of both Houses of Parliament were passed to the effect that "if the Company gave satisfactory security to construct so much of the Tramway as would extend from Gilbert-street, Latrobe, to a point not exceeding 3 miles distant from the Company's Bridge over the Mersey at Kimberley's Ford, the Company should at once have the land in respect of such length of Tramway."

The security was given, and 21,680 acres of land were surveyed and grants issued to the Company for the same, being the quantity appertaining to 16 miles 75 chains of Tramway constructed.

The Tramway was officially inspected on the part of the Government by Mr. Kemp, who reported thereon on the 23rd of June, 1871, and the alterations suggested by him made in its construction.

On the 1st January, 1872, the Tramway was opened for public traffic, and kept open until the 19th of April, when in consequence of the great cost and loss of time in the conveyance of passengers and goods attending the going over the 12 miles from the Tramway to Deloraine, part of which 12 miles being through a bush road, and the two small steamers running along the North-west Coast of the Island having reduced their fares between Launceston and the Mersey to 5s. for each passenger, it was thought better to close the Line until its completion to Deloraine.

As the matter now stands the Mersey as a Port is almost closed, the roads in the neighbourhood (which since the commencement of the Tramway have been much neglected) being available only for light vehicles during a few months of the year, and wholly impassable except on horseback for the remainder.

The Tramway is the connecting link between Hobart Town and all the settled Districts and Country from Deloraine to Circular Head, so that both in a local and general point of view the completion of the Tramway is a matter of the greatest importance, and when finished must materially help the Launceston and Main Line Railways.

In support of Parliament lending the money the following reasons are submitted:—

The importance of the Line as a connecting link between several important portions of the Colony, and the present almost impassable state of the roads between Deloraine and the North-west Coast.

The amount already expended upon the Tramway.

The ample security for the money proposed to be borrowed, and in the appropriate expenditure of which the Company has so great an interest.

The aid given by the Government to similar undertakings; viz., the Main Line and Launceston and Western Railways; to which may be added the Sorell Causeway, and numerous roads throughout the Island.

The Coal upon the Company's land has been tried on a small scale, and found equal to Newcastle Coal, both for Gas and Steam purposes, and has been tested and pronounced by the Manager of the Iron Smelting Works now being erected at Ilfracombe as the best of all the Australian Coal for Smelting Iron Ores. It can be supplied to the Railway Companies for their Locomotives at much less cost than any other Coal. It will also greatly assist the carrying trade of the Railways by the large quantities which will most probably be taken to Launceston and the several towns through which the Railways will pass.

The Coal has been used exclusively for several months for the locomotive along this Company's Line.

The consumption of Coal along the Launceston and Western Railway is about 25 tons per week, and taking the Company's Coal delivered at 17s. per ton against 29s. now being paid for Newcastle Coal, it would effect an annual saving to the Government of £780. The Main Line would probably use double the quantity of the Launceston and Western Railway.

Limestone and iron ores exist in several places near the line of Tramway, and would most likely be utilised were the Tramway completed.

The Mersey and Deloraine Tramway Company, Limited,
Office, 113, Macquarie-street, Hobart Town, 10th December, 1872.

Launceston and Western Railway, Launceston, April 1, 1873.

SIR,

I HAVE the honor to inform you that Mr. Tidy, at your request, will proceed to-day to make a detailed examination of the Mersey and Deloraine Tramway. Complete arrangements have been made for the discharge of his duties during his brief absence.

I have, &c.,
(Signed) R. W. LORD.

The Hon. Minister of Lands and Works.

Launceston and Western Railway, Launceston, April 4, 1873.

SIR,

I HAVE the honor to inform you that Mr. Tidy has returned from his inspection of the Mersey and Deloraine Tramway, and will, as soon as possible, send you a detailed report. He appears very favourably impressed with the state of the line.

I have, &c.,
(Signed) R. W. LORD.

The Hon. Minister of Lands and Works.

Launceston and Western Railway, Launceston, April 1, 1873.

SIR,

MR. Tidy asks me to transmit the enclosed account of expenses incurred by him on his recent visit to the Mersey and Deloraine Tramway by your instruction.

I have, &c.,
(Signed) R. W. LORD.

The Hon. Minister of Lands and Works.

Launceston and Western Railway, Launceston, April 14, 1873.

SIR,

I HAVE the honor, at the request of Mr. Tidy, to hand you account of expenses incurred by him on his second inspection of the Mersey and Deloraine Tramway.

I have, &c.,
(Signed) R. W. LORD.

The Hon. Minister of Lands and Works.

Launceston and Western Railway, Launceston, April 22, 1873.

SIR,

I HAVE the honor to enclose you Mr. Tidy's estimate of the cost of the Mersey and Deloraine Tramway so far as it has at present gone.

I have, &c.,
(Signed) R. W. LORD.

The Hon. Minister of Lands and Works.

Launceston, April 21, 1873.

SIR,

IN compliance with your request I have been over the Mersey and Deloraine Railway for the purpose of estimating the value of work executed between Latrobe and Coiler's Creek. The sections and drawings being incomplete, it has given me a good deal more trouble than it otherwise would; but I have taken all possible pains in arriving at a correct estimate, and extended each item at a fair contract price. The same work I can get done now for less money.

The average earthwork is 8500 cubic yards per mile.

The Launceston and Western contract quantity will average 12,500 per mile; but from 15 miles to Deloraine, a distance of 30 miles, the average is 6907 per mile.

I have made up this estimate under the supposition that the 17 miles is correct, my time would not admit my measuring the ground.

I have, &c.,
(Signed) T. W. TIDY.

The Hon. Minister of Lands and Works.

(Copy.)

ESTIMATE of Cost of Construction of the Mersey and Deloraine Railway from Latrobe to Coiler's Creek.

	£	s.	d.
Clearing	750	0	0
Fencing	1288	16	0
Cuttings	10,875	0	0
Ditches	718	1	0
Rubble flood openings	718	5	0
Timber ditto	985	14	0
No. 1 Bridge (Mersey)	1600	0	0
No. 2 ditto	2715	0	0
Iron pipes	30	0	0
12 in. earthenware ditto	138	8	0
9 in. ditto	42	12	0
6 in. ditto	4	14	0
Ballast	4488	0	0
Sleepers	1568	17	0
Rails	7347	0	0
Chairs	872	0	0
Spikes	560	0	0
Points and crossings	180	0	0
Keys	60	0	0
Laying permanent way	1496	0	0
Ditto points and crossings	69	12	6
Occupation crossings	170	0	0
Buildings, platforms, &c.	1200	0	0
Engine and trucks	2000	0	0
Land compensation, say	500	0	0
TOTAL	£40,377	19	6

The item engine and trucks is above the value, and land compensation also: if I am rightly informed, they had the land given to them.

I shall be most happy to furnish any further information you may require.

I have, &c.,
(Signed) T. W. TIDY.

Launceston and Western Railway, Launceston, 5th June, 1873.

SIR,

I HAVE the honor to transmit Mr. Tidy's Report upon the estimates for completing the Mersey and Deloraine Tramway to Deloraine.

I have, &c.,

(Signed) R. W. LORD.

The Hon. the Minister of Lands and Works.

Launceston, 4th June, 1873.

DEAR SIR,

IN compliance with your instructions conveyed on the 4th April, I have taken this the first opportunity to go over the Mersey and Deloraine Railway route from Coiler's Creek to Deloraine, and beg to report as follows:—

That there are no difficulties in the way whatever, and there will be but two Cuttings of any consequence, and I think Mr. Whitcomb's estimate of 6500 cube yards of cuttings per mile will be the outside. I see some difficulty in getting gravel suitable for ballast along the proposed Line, but my price will do it if all has to come from one end; there is any quantity of gravel about five miles from Deloraine, but I am afraid its too fine: this when opened out may turn out better and perhaps suitable, if so it will lessen the cost of this item considerably.

My estimate is for a three feet six inch gauge, with a forty-pound rail.

I have, &c.,

(Signed) THOS. TIDY, *Inspecting Surveyor*
L. & W. Railway.

The Hon. the Minister of Lands and Works.

ESTIMATE for the completion of the Mersey and Deloraine Railway, altering the gauge from 4 feet 6 inches to 3 feet 6 inches, Station, Building, Rolling Stock, &c.

	£	s.	d.
Cost of Land	900	0	0
Clearing ditto	260	0	0
Cuttings	5281	5	0
Side drains	250	0	0
Bridges and culverts	1000	0	0
Ballast, including sidings	3696	0	0
Sleepers, ditto	1601	12	0
Rails, ditto	12,320	0	0
Fish-plates and bolts	840	0	0
Dogs	640	0	0
Points and crossings	150	0	0
Laying Permanent Way, including sidings	1232	0	0
Transport of material along the Line	150	0	0
Rolling Stock, 2 Locomotives, Carriages, Trucks, &c.	5000	0	0
Station and Buildings, including terminal wharf, &c.	1500	0	0
Fencing	2080	0	0
Engineering expenses say for 12 months	1000	0	0
To join on to the Launceston and Western at Deloraine, crossing the Meander, &c.	2500	0	0
To alter the gauge from 4 ft. 6 in. to 3 ft. 6 in., repairing Bridges for same	3000	0	0
	<u>£43,400</u>	<u>17</u>	<u>0</u>

THOS. TIDY, *Inspecting Surveyor.*

Latrobe, 24th May, 1873.

DEAR SIR,

THIS is to instruct you to view the site of the proposed bridge at Latrobe and the line proposed to be adopted in continuation of the Tramway from Coiler's Creek to Deloraine. I have Mr. Oldham's permission to tell you that he will give you all and every information, and in fact will accompany you from Coiler's Creek to Deloraine. Having viewed the proposed site of the bridge and the proposed line in continuation of the Rail or Tramway, you will have the goodness to report your opinion thereon generally to me, and send me a copy of this letter.

I have, &c.,

(Signed) CHARLES MEREDITH.

Mr. FRITH, Chief Superintendent Public Works
on Northern Side.

Launceston, 4th June, 1873.

MERSEY AND DELORAINE RAILWAY.

SIR,

I HAVE carefully gone over the proposed Line of Railway and estimated the cost. I have put on prices to insure the completion of the work for the sums named, and I think included all that will be required.

I am, &c.,

(Signed) JOHN R. FRITH.

The Hon. the Minister of Lands and Works.

MERSEY AND DELORAINE RAILWAY.

REPORT on the Cost of extending the MERSEY AND DELORAINE RAILWAY from the present Terminus in Latrobe to the Deep Water on the River Mersey, and also completing the present Line from Coiler's Creek to Deloraine.

THE proposed extension of this Railway to the Shipping-place first crosses Gilbert-street (*the main street of Latrobe*) into some private land, then crossing the Latrobe Creek and along private and Crown lands at the foot of the Hill, nearly level all through to the deep water, a distance of about 1½ miles, the cross section of the cuttings and embankments for one half of the distance being nearly level, the remainder is sidling cutting at various angles, but nothing very steep or difficult.

At the extreme end of the Line a pile wharf will be required. I estimate the cost of this portion of the Line as under:—

	£	s.	d.
Excavating and embankment	704	0	0
Cutting side ditches	15	0	0
Bridge over Latrobe Creek	30	0	0
6 culverts	18	0	0
2 cattle guards	11	0	0
110 tons rails, fish plates, and screws, £18	1980	0	0
Labour laying rails	210	0	0
3080 sleepers and laying, 2s. 6d.	385	0	0
140 chains ballasting, 18 inches thick, 9½ feet wide, £5 15s. 6d.	808	10	0
2 sets crossings and points extra	40	0	0
Fencing both sides of Line	280	0	0
Wharf 100 feet long, piled and planked (filling included in excavations)	145	5	0
Crane and fixing	150	0	0
Store sheds	600	0	0
Compensation for land	200	0	0
Contingencies	500	0	0
Engineering expenses and supervision	500	0	0
Cost of extension	£6576	15	0

The extension of the Line from Coiler's Creek to Deloraine, estimated at 12 miles, runs through a very favourable country, the grades easy, and no difficulty to overcome. There will be two short grades of 1 in 50, the remainder from 1 in 60 to 1 in 80, 1 in 90; and some nearly level. The greatest cuttings will be crossing the saddles at the Dunorlan Road and the Blacksmith's Hill, about a mile north of the Chudleigh Road. I estimate the cost of this 12 miles, ending at the Deloraine Bridge, as under:—

	£	s.	d.
84,500 cube yards of excavating and embankment, 1s. 6d.	6336	0	0
31,680 c. yards of ballasting, 18 inches thick, 9½ feet wide, 3s. 6d.	5544	0	0
23,000 sleepers, 2s. 6d.	2875	0	0
24 miles fencing	1920	0	0
14 ditto ditches	280	0	0
50 culverts	500	0	0
1 bridge, Blacksmith's Hill	200	0	0
8 cattle guards	44	0	0
40 pairs accommodation gates and crossings	200	0	0
749 tons rails, fish plates, &c.	13,320	0	0
4 sets points and crossings, extra	80	0	0
1000 chains plate laying, labour only	1500	0	0
Stations and goods sheds	2500	0	0
Land compensation, 12 miles, £80 per mile	960	0	0
Engineering expenses and supervision and contingencies	3625	0	0
Total cost of the 12 miles	£39,884	0	0

The amounts here stated are for the same gauge as now laid down. The 18 miles of road now laid down with the 30 lb. rail will require to be lifted and relaid with the sleepers placed 2 feet apart instead of 3 feet to compensate for the weakness of the rail, new sleepers to replace any defective ones, extra sleepers and ballast. The cost I estimate as under :—

	£	s.	d.
18 miles road taken up and relaid	2160	0	0
19,440 extra sleepers	2430	0	0
18 miles extra ballasting, 6 inches thick, £117 6s.	2106	0	0
Supervision	200	0	0
6 cattle guards at crossings	33	0	0
Total cost of relaying and ballasting old Line	<u>£6929</u>	<u>0</u>	<u>0</u>

The foregoing estimates are grounded on the base of the present gauge; if it is decided to reduce the gauge to that of the Main Line Railway, there would be a deduction of £2952 on the whole distance.

The total cost of completing the Railway on the present 4½ feet gauge will be—

	£	s.	d.
Extension to the water	6576	0	0
Ditto to Deloraine	39,884	0	0
Lifting and relaying of Line	6929	0	0
To which must be added for rolling stock—			
2 locomotives	£4000	0	0
2 composite carriages	700	0	0
2 second ditto	400	0	0
50 trucks	5000	0	0
	<u>10,100</u>	<u>0</u>	<u>0</u>
	<u>£63,489</u>	<u>0</u>	<u>0</u>

If the junction of this Line is made with the Launceston and Western Railway, there will be a further expenditure of about £4000 for the bridge over the Meander River, the approaches and rails, which should be borne by both Lines; which will make a grand total of expenditure of £65,489 to cover all cost.

As the two Lines must be eventually connected, it would be advisable to arrange with the Mersey and Deloraine Railway to fix their station ground on the north side of the river at the same height as the present Deloraine Station, there being no difficulty in the way.

JOHN R. FRITH, *C.E.*, *Superintendent Public Works, North Coast.*