

(No. 110.)



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PARLIAMENT OF TASMANIA.

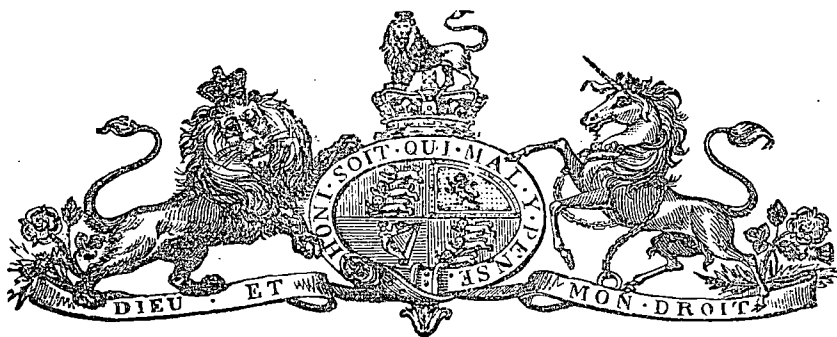
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TASMANIAN RAILWAYS:

REPORT OF ENGINEER-IN-CHIEF.

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Laid upon the Table by the Minister of Lands and Works, and ordered by the House of Assembly to be printed, September 28, 1886.



## TASMANIAN RAILWAYS.

*Public Works Office, Hobart, 25th September, 1886.*

HOUSE OF ASSEMBLY.—SESSION 1884.

ORDER, No. 6. (MR. DOOLEY.)

THAT the Engineer-in-Chief shall furnish annually, on or before the meeting of Parliament, a Report upon the condition and requirements of the Permanent Way, Rolling-stock, and Station accommodation of all Railways in Tasmania, distinguishing what is chargeable to repairs and maintenance from what is chargeable to construction and supply of Rolling-stock. (*Mr. Dooley.*)

SIR,

In obedience to the above Order, I have the honor to report as follows :—

### MAIN LINE RAILWAY.

*Permanent Way.*—The condition of the permanent way has improved, and is generally in fair condition.

*Rolling-stock.*—Two engines (Nos. 8 and 3) and carriages have been seriously damaged by recent accidents, and some of the original carriage stock requires repairs; otherwise it is in generally fair condition.

*Stations* are in fair order.

### NORTH-WESTERN LINE.

(*Launceston to Deloraine.*)

*Permanent Way.*—The 72lb. iron rails are, in many places (and particularly between Evandale and Launceston) very much worn. About 250 tons of steel rails, 60lbs. to the yard, should be ordered at once to replace these iron rails; further requirements in renewal of rails, if the mixed gauge continues to be worked, will cost probably £18,000, and this will be saved if the line is narrow-gauged, as the old 72lb. iron rails then discarded will serve for a long time in renewals under the lighter narrow-gauge traffic; moreover, this saving will go far towards the cost of converting the stock entirely to narrow-gauge requirements.

*Rolling-stock* is in good order.

*Stations.*—Out-offices, well removed from the main buildings, at Perth, Westbury, and Deloraine, are urgently required as a mere sanitary precaution. The minor station buildings, referred to in my last Report, are in a dilapidated condition, and some of the timber-work about platforms requires renewal; otherwise, stations are in fair condition.

### NORTH-WESTERN LINE.

(*Deloraine to Formby.*)

*Permanent Way.*—This is in good order, but a small stock of rails should be ordered for renewals.

*Rolling-stock.*—This is in good order.

*Stations* are in good order.

## PARATTAH AND OATLANDS LINE.

*Permanent Way* is in very good order, considering the inferior rails used, and that it is maintained by only the normal number of repairers. Two light and well-designed four-wheeled composite carriages are being constructed by the Locomotive Superintendent in place of the large bogie carriage.

## FINGAL LINE.

*Permanent Way*.—This is still under maintenance by the contractors. It was much tried by the heavy rains immediately after the opening of the line; but extra men have been put on the maintenance, and I am confident that the road will prove in no way inferior to the Mersey Line when it is consolidated and placed under the maintenance of the Department.

*Rolling-stock* is in good order.

*Stations*.—A few requirements are in hand to meet the views of the Manager, and further sidings are likely to be required at the Corners Junction; but these are deferred for the present, at Manager's request.

## GENERAL.

The new rails for Western Line are chargeable to repairs and maintenance.

The out-offices on same line are chargeable to construction.

The new carriages on Parattah and Oatlands Line are chargeable to construction; but a credit will be taken to cover cost by the transfer of the original carriage to other lines.

I have the honor to be,  
Sir,

Your obedient Servant,

J. FINCHAM, *Engineer-in-Chief*.

*The Hon. the Minister of Lands and Works.*