

(No. 123.)



1885.

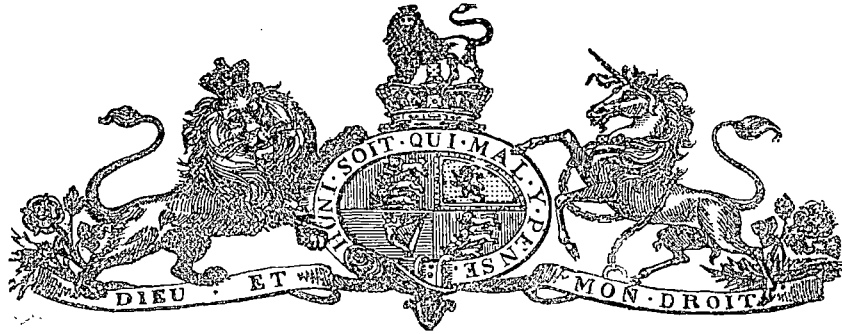
PARLIAMENT OF TASMANIA.

**THIRD RAIL BETWEEN EVANDALE
JUNCTION AND DELORAINE :**

COST OF, &c.

Return to Order, Legislative Council, August 13, 1885. (Mr. Moore.)

Laid upon the Table by Mr. Douglas; and ordered by the Legislative Council to be printed, September 25, 1885.



RETURN showing Cost of Third Rail laid between Evandale Junction and Deloraine, including and specifying the Cost of Alterations to Permanent Way, Stations, and other Works necessitated by the running of the Narrow Gauge trains over the Launceston and Western Railway; also an Estimate of the Cost of converting the 5 ft. 3 in. gauge on the Launceston and Western Railway to a 3 ft. 6 in. gauge, with a separate Estimate of the Cost of new Rolling Stock and Equipment complete and sufficient to meet the traffic requirements of that Line on the Narrow Gauge System; and also an Estimate of the difference in the Cost of the Maintenance and Working of the Mixed and Narrow Gauge Systems as applied to the Launceston and Western Railway.

	£	s.	d.
Cost of third rail between Evandale Junction and Deloraine and in Launceston Yard, including laying, additions to bridges, alterations to platforms, &c.....	19,646	11	10
Cost of works necessitated by narrow gauge trains running over L. & W. Railway, as follows:—New sidings, platform, stock-yards, engine-pits, &c., Deloraine, £1884 14s. 10d.; carriage and engine-shed, Deloraine, £659; altering and erecting turntable, Deloraine, £350; cast-iron tank, Deloraine, £506 5s. 2d.; erection turntable, Launceston, £467 9s. 4d.; filling drain, sluice, new carriage-shed, roads, &c., Launceston, £725 12s. 2d.; altering shop roads, narrow gauge roads, filling, ballasting, &c., Launceston, £603 8s. 2d.	5196	9	8
Estimated cost of converting broad to narrow gauge:— If traffic were stopped and the 72 lb. rails merely moved in to reduce the gauge, the probable cost would be about.....	5000	0	0
But, as heavy renewals would be necessary in sleepers, &c., all the narrow gauge stock would have to be in readiness, and roads put in to stand it upon, this amount might be exceeded considerably. Without stoppage of traffic a lighter road might have been laid inside the 5 ft. 3 in. gauge, and, when complete, the old one taken up, at a cost of, say.....	31,500	0	0
This includes cost of 50 lb. rails and fastenings, delivery, laying in, and taking out old 72 lb. rails.			
Estimated cost of new rolling stock, &c.	46,218	0	0
Cost of working expenses, &c.— Running expenses about the same as at present, with from 10 to 15 per cent. added for repairs to narrow gauge stock over that of the broad gauge stock, <i>i.e.</i> , on running parts only, as wheels, axles, and bearings.			

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

21st September, 1885.