

(No. 147.)



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PARLIAMENT OF TASMANIA.

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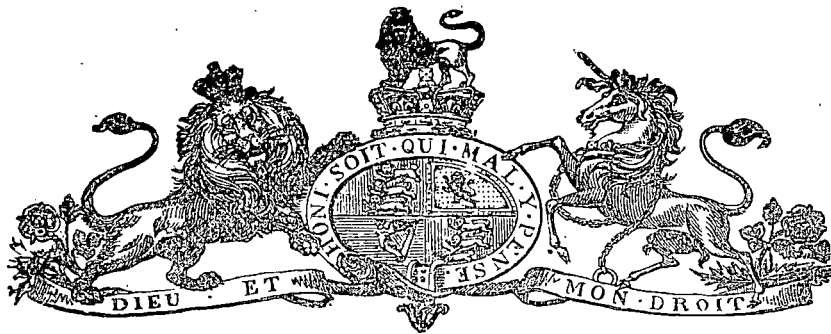
S O R E L L R A I L W A Y :

1. Amounts paid to date for Land, Rails, and Sleepers.
2. Report by General Manager, Tasmanian Government Railways.

*Return to an Order of the Legislative Council. (Mr. Gellibrand.)*

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Ordered by the Legislative Council to be printed.



## SORELL RAILWAY.

*RETURN of Amounts paid to date for Land, Rails, and Sleepers.*

	£	s.	d.
Land .....	2139	18	1
Rails .....	7465	17	9
Sleepers .....	1125	0	0
	£10,730 15 10		

J. FINCHAM, *Engineer-in-Chief.*  
31st October, 1889.

*Tasmanian Government Railways,*  
*General Manager's Office, Launceston, 5th June, 1888.*

SIR,

I HAVE the honor to state that, in accordance with my instructions, I have made a careful enquiry into the probable traffic on the proposed Sorell Line of Railway, together with an estimate of working expenses.

I am of opinion that *at least* one-third of the working expenses will require to be met by a contribution from general revenue.

The main reasons for this state of things are, first, water competition, together with the expense of transit from Kangaroo Point to Hobart, which will not permit of the Railway charging remunerative rates; and, secondly, the cost of cartage to Railway at Sorell will cause the residents beyond that station to ship from Forcett.

I estimate that the normal traffic of the Line will yield a revenue of £2119 per annum.

As the construction of the Line will not cheapen cost of transit, it cannot be supposed that it will induce a large increased production.

The working expenses may be taken at £3563 per annum.

The Line being new, no allowance is made for renewals.

The great length of wooden viaduct will be expensive to maintain; and I take it at least two trains each way, that is, one morning and evening in each direction, will be required.

I find the amount voted for the Sorell Line is £58,700. I am of opinion that this sum will be found insufficient to complete and equip the Line, especially as the necessary Wharf accommodation will of necessity be costly.

In making enquiries in the Sorell District I was particularly fortunate in meeting with gentlemen thoroughly competent to afford me accurate information, and the figures given me by two leading residents are almost identical.

There is a considerable industry in firewood in the Bellerive-Sorell district, but this traffic would not come to the Line, it being cheaper to cart direct to the Wharf than to cart to the Railway, handle twice, and pay Railway charges.

In my estimate of expenditure I provide for transport to and from Kangaroo Point only. If the Government undertakes the transit of goods across the Harbour, an additional loss may be anticipated. Under any circumstances I recommend that goods be transferred from the Railway trucks into ferry-boat. Any scheme for running Railway trucks across the Harbour must be attended with unnecessary expense and considerable loss.

The maximum carrying capacity of a truck is 6 tons weight. The average load is under 3 tons. The weight of a truck is 3 tons 10 cwt.

Thus, in transporting loaded trucks, we should have to carry 7 tons of truck, *i.e.*, 7 tons of non-paying for 3 tons of paying freight, as 90 per cent. of trucks would be returned empty.

Costly machinery would be necessary for transhipping trucks. I observed that it would be necessary to move them over a grade of 1 in 3 from the steamer *Kangaroo* on to the wharf at low tide at Hobart.

The cost of shipping and unshipping the trucks alone would, in my opinion, equal the cost of handling goods in such small quantities as we should have to deal with.

I may add, as a strong indication of the smallness of the traffic, that I am informed it has been clearly demonstrated that there is not sufficient business to keep a small steamer employed running alternate days each way.

It is a matter for consideration whether an expenditure equal to one-tenth the cost of a railway, judiciously applied in erecting suitable wharf accommodation, would not meet all the requirements of the district for many years to come, and at the same time give equal satisfaction to the majority of the settlers.

I have the honor to be,  
Sir,

Your obedient Servant,

FRED. BACK, *General Manager.*

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

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*Tasmanian Government Railways,  
General Manager's Office, Launceston, 9th June, 1888.*

MEMORANDUM for Hon. Minister of Lands and Works.

SORELL LINE.

THAVE just received, from a very reliable source, details of particulars of traffic now sent by water. These confirm the figures given you in my estimate of receipts.

FRED. BACK.