(No. 99 **A.**)

1883.

TASMANIA.

HOUSE OF ASSEMBLY.

RAILWAYS:

Amended Statement of Length, Estimated Cost, Traffic Receipts, and Working Expenses of proposed Railways; also Statement of Length, Estimated Cost, &c. of additional Railways for which Surveys were authorised.

Laid upon the Table by the Minister of Lands, and ordered by the House to be printed, September 6, 1883.

PROPOSED Railways, and additional Railways for which Surveys were authorised.

Proposed Railways.	*Length.*	*Estimated Cost.*	*Traffic Receipts, based upon Estimates of Board of Enquiry.*	*Working Expenses as estimated by the Manager L. & W. Railway.*
	Miles.	£	£ £	£ s. d.
North-Eastern Railway—Launceston to Scottsdale	66	*300,000	19,780 Less 1000‡ 18,780	12,024 9 6
Derwent Valley Railway to Hamilton, and including Branch to Macquarie Plains	36	*2 50,00	12,850	9199 7 0
Fingal Railway	47	*150,000	5291	10,790 18 0
TOTAL	149	700,000	36,921	32,014 14 6
Additional Railways for which Surveys were authorised.				
Sheffield Railway	9	†36,000	1365	2399
Oatlands Railway	4	†12,000	500	1655
Bothwell Railway: viz.— Brighton to Melton	21	†106,000	6025	5926
and Melton to Bothwell	14	†98,000		3460
TOTAL	48	252,000	7890	13,440

NOTE.—The estimates of *Working Expenses* in Paper No. 99 were based upon supposed lengths of the several Railways before surveys were complete. They are now corrected for the actual lengths by survey.—J. F.

* The above Estimates include all Rolling Stock required for the independent working of the Line.

† The above Estimates are approximate.

‡ Estimated loss of Goods traffic by Terminus being at Scottsdale.

JAMES FINCHAM, *Engineer-in-Chief.*

FINGAL LINE AND DERWENT VALLEY LINE.

MEMO.

We are of opinion that in any arrangement that may be made having reference to the working of the proposed Branch Lines of Railway to Fingal and along the Derwent Valley over portions of the Main Line Company's property, great care should be taken that no interference is made with the Agreement between the Main Line Company and the Colony.

We therefore suggest that the right of exercising running powers be obtained over any portion of the Main Line Company's system by the rolling stock of the Government Lines upon terms and conditions exactly similar to those conceded to the Main Line Company for their running over the portion of the Launceston and Western Railway.

It may not be necessary in the initiation of the traffic of the proposed new branches to exercise such running powers, and thereby multiply the train service, as it may be found that advantage can be taken of the existing Main Line Train service by attaching or detaching carriages or waggons to or from the trains of the Branch Railways.

We strongly recommend that the Government Branch Lines be fully equipped with rolling stock of every description, and of such character as to be interchangeable with the Main Line Stock.

Through booking arrangements from and to all points on the Main Line and the proposed branches, for passengers and goods and all other kinds of traffic, can be made of a very simple nature. The system of keeping the accounts of such interchanged traffic, will be very simple, and exactly similar to the accounts which are now kept by the Launceston and Western Railway Department and the Telegraph Department.

We append examples of the proportionate division of receipts.

With reference to the proposed Derwent Valley Line, which is situated at a remote distance from the existing Government workshops at Launceston, and therefore placed at some disadvantage in regard to the carrying out of extensive locomotive and carriage and waggon repairs, it may be worthy of consideration as an alternative plan to invite the Main Line Company to supply locomotive power at a price per train mile, all other descriptions of vehicles being provided by the Government. This could be carried out under an agreement between the Main Line Company and the Government, in which it could be stipulated that the former should supply for such haulage purpose a class of locomotive suitable for working the traffic upon the proposed Branch Line.

R. W. LORD, *Manager L. & W. Railway.*

6th September, 1883. J. FINCHAM, *Engineer-in-Chief.*

DERWENT VALLEY RAILWAY.

Hobart to New Norfolk Road, 12 miles. New Norfolk Road to Hamilton, 45 miles.

	£ s. d.	£ s. d.	£ s. d.
Through, one ton first-class goods, Hobart to Hamilton	..	..	0 9 6
57 miles, at 2*d.* per ton per mile	0 9 6		
Terminal allowance, 1*s.* at each end.....	0 2 0		
To be divided by mileage	0 7 6		
Cr. Tasmanian Main Line Railway, $\frac{1}{5}\frac{2}{7}$ of 7*s.* 6*d.* = ...	0 1 6		
Add one terminal allowance.....	0 1 0		
		0 2 6	
Cr. Government proportion from New Norfolk Road to Hamilton, $\frac{4}{5}\frac{5}{7}$ of 7*s.* 6*d.*.....	0 6 0		
Add one terminal allowance.....	0 1 0		
		0 7 0	
			0 9 6

Launceston to New Norfolk Road, 120 miles. New Norfolk Road to Hamilton, 45 miles.

Through, one ton first-class goods, Launceston to Hamilton....	..	..	1 7 6
165 miles at 2*d.* per ton per mile.....	1 7 6		
Terminal allowance, 1*s.* at each end.....	0 2 0		
To be divided by mileage.....	1 5 6		
Cr. Tasmanian Main Line Railway $\frac{1}{1}\frac{2}{6}\frac{0}{5}$ of £1 5*s.* 6*d.*.....	0 18 6		
Add one terminal allowance	0 1 0		
		0 19 6	
Cr. Government proportion from New Norfolk Road to Hamilton, $\frac{4}{1}\frac{5}{6}\frac{5}{5}$ of £1 5*s.* 6*d.*	0 7 0		
Add one terminal allowance	0 1 0		
		0 8 0	
			1 7 6

FINGAL RAILWAY.

Launceston to Corners, 35 miles. Corners to St. Mary's, 47 miles.

	£ s. d.	£ s. d.	£ s. d.
Through, one ton first class goods, Launceston to St. Mary's ..	..	..	0 13 8
82 miles, at 2*d.* per ton per mile	0 13 8		
Terminal allowance, 1*s.* at each end.....	0 2 0		
To be divided by mileage	0 11 8		
Cr. Main Line, $\frac{35}{82}$ of 11*s.* 8*d.*.....	0 4 11		
Add one terminal allowance	0 1 0		
		0 5 11	
Cr. Government, $\frac{47}{82}$ of 11*s.* 8*d.*	0 6 9		
Add one terminal allowance	0 1 0		
		0 7 9	
			0 13 8

Hobart to Corners, 98 miles. Corners to St. Mary's, 47 miles.

	£ s. d.	£ s. d.	£ s. d.
Through, one ton first-class goods, Hobart to St. Mary's.....	..	..	1 4 2
145 Miles, at 2*d.* per ton per mile	1 4 2		
Terminal allowance, 1*s.* each end.....	0 2 0		
	1 2 2		
Cr. Main Line Railway, $\frac{98}{145}$ of £1 2*s.* 2*d.*.....	0 15 0		
Add one terminal allowance.....	0 1 0		
		0 16 0	
Cr. Government $\frac{47}{145}$ of £1 2*s.* 2*d.*	0 7 2		
Add one terminal allowance.....	0 1 0		
		0 8 2	
			1 4 2

WILLIAM THOMAS STRUTT,
GOVERNMENT PRINTER, TASMANIA.