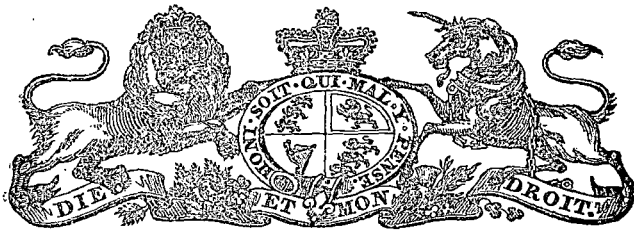


(No. 128.)



1883.

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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.

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**MOUNT NICHOLAS COAL:**

**REPORT FROM MANAGER OF LAUNCESTON AND  
WESTERN RAILWAY.**

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Laid upon the Table by the Minister of Lands, and ordered by the House to be printed, October 3, 1883.



*Launceston and Western Railway, <sup>OVERTON</sup>  
Manager's Office, Launceston, 2nd October, 1883.*

SIR,

I HAVE the honor to report that, in accordance with instructions received from you by telegraph, I directed our Locomotive Superintendent to arrange for and personally to carry out a trial of the Coal delivered to this Department by the Main Line Railway Company, and forwarded by Captain Audley Coote, M.H.A., from Fingal Coal seam (Mount Nicholas).

Mr. Clark, an experienced mechanical engineer, accompanied Mr. Batchelor for the purpose of watching the trials on behalf of Messrs. Coote, Davies, & Company.

I enclose a copy of Mr. Batchelor's Report, with its accompanying table showing the results of the trials made.

I have the honor to be,

Sir,

Your obedient Servant,

R. W. LORD, *Manager.*

*The Hon. N. J. BROWN, M.H.A., Minister of  
Lands and Works.*

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### MR. BATCHELOR'S REPORT.

*Locomotive Department, Launceston, 2nd October, 1883.*

DEAR SIR,

ACCORDING to instructions, I arranged a train to test the sample of Coals received in bags from the Main Line Railway Station.

The train was made up to represent an ordinary train in daily use, and consisted of engine and tender, 9 loaded trucks, 1 carriage, and 1 brake-van, weighing about 150 tons. This train ran on Saturday, the 29th September, with the sample of Coal referred to, and again on Monday, the 1st instant, with Coals from Newcastle, each journey being made under exactly similar conditions in every respect, the weather being fine on both days. I attach a table showing the results. The Coal received from the Main Line Station leaves a friable clinker and ash of an earthy nature, and twice the quantity left by the Newcastle Coal.

Yours obediently,

W. E. BATCHELOR.

R. W. LORD, *Esq., Manager.*

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# LAUNCESTON AND WESTERN RAILWAY.

*COMPARATIVE Statement of Test of Coal received from Tasmanian Main Line Railway, and Newcastle Coal.*

COAL RECEIVED FROM TASMANIAN MAIN LINE RAILWAY.								NEWCASTLE COAL.										
Miles.	Station.	Up Train.		Down Train.		Train.	Quantity Coal consumed.	Quantity Coal consumed per Train Mile.	Miles.	Station.	Up Train.		Down Train.		Train.	Quantity Coal consumed.	Quantity Coal consumed per Train Mile.	
		Time.		Time.							Time.		Time.					
		Arrival.	Departure.	Arrival.	Departure.						Arrival.	Departure.	Arrival.	Departure.				
		h. m.	h. m.	h. m.	h. m.					h. m.	h. m.	h. m.	h. m.					
	Launceston .....	—	9 50	4 8					Launceston.....	—	9 45	2 51						
4	St. Leonard's.....	10 0	10 3	3 55		1 engine and tender, 9 loaded trucks, 1 carriage, 1 brake-van: about 150 tons.	1 ton 12 cwt. 2 qrs. 22½ lbs.	40·69 lbs.	4	St. Leonard's.....	9 54	—	2 41	2 42	1 engine and tender, 9 loaded trucks, 1 carriage, 1 brake-van: about 150 tons.	1 ton 4 cwt. 3 qrs. 16 lbs.	30·98 lbs.	
7½	Breadalbane .....	10 16	—	3 49					7½	Breadalbane .....	10 5	—	2 34					
8*									11½	Evandale.....	10 19	10 22	2 22	2 24				
11½	Evandale.....	10 43	10 51	3 32	3 37				14½	Perth.....	10 32	—	2 12					
14½	Perth.....	11 2	—	3 21					17½	Longford.....	10 38	10 48	1 48	2 0				
17½	Longford.....	11 10	11 24	3 3	3 10				21½	Wilmore's Lane...	10 58	—	1 37					
21½	Wilmore's Lane...	11 35	—	2 53					22½	Little Hampton...	11 1	—	1 34					
22½	Little Hampton ...	11 39	—	2 50					24½	Bishopsbourne ...	11 4	—	1 27					
24½	Bishopsbourne .....	11 44	—	2 46					26½	The Oaks.....	11 8	—	1 23					
26½	The Oaks.....	11 49	11 57	2 42					28	Glenore.....	11 12	—	1 19					
28	Glenore.....	12 2	—	2 27	2 37				31½	Hagley.....	11 17	—	1 13					
31½	Hagley.....	12 9	—	2 21					35	Westbury.....	11 25	11 31	1 5	1 7				
35	Westbury.....	12 19	12 33	2 15					41½	Exton.....	11 45	—	12 55					
41½	Exton .....	12 53	—	2 4					45	Deloraine.....	11 55	—	—	12 46				
45	Deloraine.....	1 6	—	—	1 55													
		3 hours 16 minutes		2 hours 13 minutes					2 hours 10 minutes		2 hours 5 minutes							

\* Stopped for seven minutes on account of loss of steam.

W. E. BATCHELOR, *Locomotive Superintendent.*

WILLIAM THOMAS STRUTT,  
GOVERNMENT PRINTER, TASMANIA.