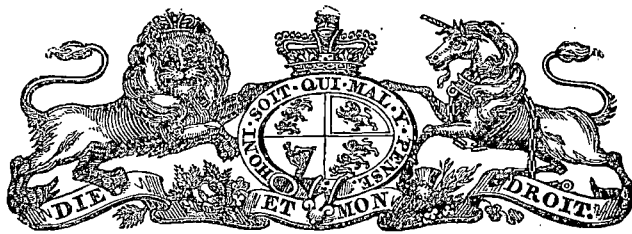


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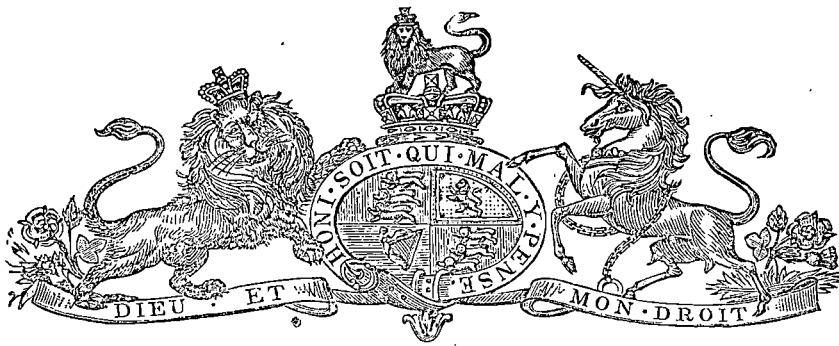
1889.

PARLIAMENT OF TASMANIA.

ROLLING-STOCK, RAILWAYS:

MEMORANDUM IN REGARD TO COMPARISONS.

Presented to both Houses of Parliament by His Excellency's Command.



*Tasmanian Government Railways,
General Manager's Office, Launceston, 1889.*

MEMORANDUM.

THE value of comparison is always affected by local conditions, and this is particularly the case in the present instance. In making comparisons of rolling-stock per mile we have the factor to consider that, excepting in the case of New Zealand, all lines are continuous, that is, they form a complete chain, allowing rolling-stock to be moved from one district to another expeditiously and at a minimum cost, as the exigencies of traffic may demand.

In the case of the Government Line, we have four lines of railway where communication with each other is severed by a foreign company, and, except on payment of high tolls, our stock is not interchangeable: If a demand for wagons is created on the Derwent Valley Line, for instance, and 20 additional wagons are sent from Launceston to assist and expedite traffic, the sum paid to the Main Line Company for tolls for taking the wagons to the Derwent Valley Line would be £30, a like sum having to be paid when the wagons are returned.

Locomotives.—The mileage run by Tasmanian Government Lines in 1888 averaged 22,141 miles per engine. The average for same year on English lines was 19,148; on Irish, 19,786; and on Scottish lines, 19,966 miles. This shows we do not keep our engines for ornaments.

The average engines per mile on Tasmanian Government Railways is	0·12	per mile.
" " " T.M.L. Railway is	0·14	"
" " " New Zealand Railways is	0·15	"
" " " Victorian Railways is	0·17	"
" " " South Australian Railways is	0·30	"
" " " New South Wales Railways is	0·21	"

The average number of passenger carriages on Tasmanian Government Railways is	0·20	per mile.
" " " " T.M.L. Railway is	0·36	"
" " " " New Zealand Railways is	0·29	"
" " " " Victorian Railways is	0·41	"
" " " " South Australian Railways is	0·19	"
" " " " New South Wales Railways is	0·21	"
" " goods' wagons, &c. on Tasmanian Government Railways is	2·45	"
" " " " T.M.L. Railway is	1·71	"
" " " " New Zealand Railways is	4·48	"
" " " " Victorian Railways is	2·83	"
" " " " South Australian Railways is	4·46	"
" " " " New South Wales Railways is	4·32	"

It is thus clear that, taking into consideration the disconnected lines we have to work, our average of rolling-stock is very moderate; and this will be more clearly appreciated when it is remembered that one-third of the tonnage of goods, &c. carried by the Main Line Railway Company is carried in Government trucks. The Government railways are deprived of the use of a considerable portion of its wagon stock from this cause, the actual figures being 7594 goods, &c. wagons used by the T.M.L. Railway during the year 1888.

The Emu Bay and Mount Bischoff Railway, running one train daily, uses three locomotives. Its goods and mineral traffic last year reached the limited total of 4561 tons only. The Fingal line, the same length, carried 39,487 tons. Even the Derwent Valley Line, opened only for portion of the year, practically when the season's traffic was over,—a line a little more than half the length of the Emu Bay and Mount Bischoff Railway,—carried a larger tonnage.

The Emu Bay and Mount Bischoff Railway was constructed to carry dressed ore for the Mount Bischoff Company. This averages about two (2) truck loads per diem, and earns the high freight of £2 17s. 6d. per ton. At Zeehan it is proposed to erect smelting works, and I am informed by the gentleman who is prime mover in the matter that he will use coke imported from New South Wales, all of which will be carried by rail. If the silver-field comes up to expectations a large traffic will have to be dealt with.

The strongest argument against the construction of the line which can be used is that so small a provision, as in the case of the Mount Bischoff line, is necessary. If such suggestion is supported by facts, the Line will never pay working expenses. The Emu Bay Company gets an average of nearly £3 per ton for freight on their goods traffic, but the public will never agree to paying a rate proportionate to it on a Government line.

COMPARATIVE Statement of Rolling-stock on various Colonial Railways.

<i>Description.</i>	<i>Tasmanian Government Railways.</i>		<i>Tasmanian Main Line Railway.</i>		<i>New Zealand Railways.</i>		<i>Victorian Railways.</i>		<i>South Australian Railways.</i>		<i>New South Wales Railways.</i>	
	No.	Per mile open.	No.	Per mile open.	No.	Per mile open.	No.	Per mile open.	No.	Per mile open.	No.	Per mile open.
Locomotives ...	24	0·12	14	0·11	272	0·15	382	0·17	310	0·30	426	0·21
Carriages	42	0·20	49	0·36	512	0·29	900	0·41	196	0·19	1007	0·49
Wagons, &c. ...	502	2·45	228	1·71	7966	4·48	6225	2·83	4620	4·46	} 8798	4·32
Vans	19	0·09	9	0·07	190	0·11	224	0·10	118	0·11		
TOTAL.....	587	2·86	300	2·25	8940	5·03	7731	3·51	5244	5·06	10,231	5·01