

1884.

VICTORIA.

VICTORIAN RAILWAYS.

RAILWAYS CONSTRUCTION BILL,

STATEMENT BY THE VICTORIAN RAILWAYS COMMISSIONERS
OF THE ESTIMATED COST OF PROPOSED NEW LINES, AND
OF PROBABLE TRAFFIC, AND OTHER RETURNS THEREFROM.

PRESENTED TO THE LEGISLATIVE ASSEMBLY PURSUANT TO ACT 47 VICT. No. 767 SEC. 79.

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To the Honorable the Minister of Railways.

VICTORIAN RAILWAYS,

Melbourne, 13th October, 1884.

SIR,

We are required by clause 79 of the Victorian Railways Commissioners Act, No. 767, to transmit to you, under seal, estimates of the cost of the railways submitted for the approval of Parliament, and information as to the traffic and other returns likely to be derived from such railways.

In accordance therewith we beg to append Statement A, showing the length of each line proposed to be authorized, the estimated cost per mile, and the total aggregate cost.

These estimates (subject to 5 per cent., which has been added for contingencies, instead of 10 per cent., the usual addition, and to note in Statement A, *re* line Yackandandah to Beechworth) will, in our opinion, be sufficient, provided ample time is given for surveys, for the preparation of specifications and schedules for letting contracts, for the contractors to examine the country and works before sending in their tenders, and for the execution of the works; and that care is exercised in letting the contracts so as not to create too great a strain upon the available labour.

The Commissioners are unable to furnish estimates of the traffic likely to be created by the construction of these railways, as experience has shown that the traffic of a district during the time it was without railway communication is no guide to the traffic which has immediately developed upon the provision of means for its transit, and they feel that the preparation of any such information would be unreliable and misleading; but, judging from the ascertained capacity of districts similarly situated which have most recently been supplied with railways, the Commissioners are of opinion that the proposed outlay is justified, and that, although some of the lines may not pay *per se* for some time after they are opened, they will be feeders to existing lines upon which a large capital has already been expended, and the result will be satisfactory from a railway revenue point of view, independent of the numerous advantages the districts individually interested, and the country generally, will derive from so considerable an addition to the Victorian railways.

The attached Statement B supplies information furnished by the Government Statist of the products of the districts served by the proposed railways, and affords evidence of the large local requirements to be met.

In addition, special features attach to some of the proposed railways which form part of through routes, such as the Bacchus Marsh and Gordons, and South Australian Border lines.

The Commissioners desire to point out that these estimates assume that rolling-stock sufficient to equip most of the proposed new railways has already been provided. No doubt a large quantity of rolling-stock, some of which has still to be delivered, was ordered in expectation of Parliament sanctioning the construction of new railways; but

since then the traffic on existing lines has so largely increased, that the new stock has been absorbed for present requirements, and the Commissioners, feeling that they are not taking a too sanguine view of the future development of the traffic, are of opinion that, by the time the new railways become available for the public, further provision for rolling-stock will have to be made.

Notwithstanding this, however, they think the natural increase of revenue will warrant the provision of additional capital when the time arrives for recommending it, and it is only a question whether provision should not be made for it in the present estimates.

In addition to the expenditure shown in Statement A, works are required on the lines opened for traffic. Statement C gives full information of the various items, and particulars of the circumstances necessitating the outlay.

It will be observed that no provision is made in the proposed loan for any expenditure for increased siding or station accommodation on old lines, beyond the 30th June, 1885. Experience has shown that, as traffic develops, additional accommodation, properly chargeable to capital account, is necessary, and, with so large a system as the present Victorian railways, the Commissioners consider it would be wise to still further increase the total amount of the loan, so that there may be a fund to meet emergencies of this character, which are sure to arise during the next few years.

Given under our hand and seal this 13th day of October, One thousand eight hundred and eighty-four.

(L.S.)

R. SPEIGHT, Chairman.

ALFRED J. AGG, Commissioner.

R. FORD, Commissioner.

STATEMENT A.

COUNTRY LINES.—EXCLUSIVE OF PERMANENT-WAY MATERIAL AND ROLLING-STOCK.

Description of Line.	Steepest Gradient.	Length.	Estimated Cost.	Total.
	1 in—	Miles.		£
Bacchus Marsh to Gordons... ..	48	27·20		
Bacchus Marsh Junction to Newport... ..	91	4·80		
Ballarat Cattle Yards	50	2·96		
Ballarat Racecourse <i>viâ</i> Mt. Blowhard to Springs	50	13·15		
Birregurra to Cape Otway Forest	40	20·00		
Camperdown to Curdie's River (Pt. Campbell line)	40	19·71		
Camperdown to Terang and Warrnambool	50	43·00		
Creswick to Daylesford	40	23·01		
Dandenong to Leongatha (Gt. Southern line)	40	69·78		
Dimboola to South Australian Border	50	63·18		
Fitzroy to Whittlesea	50	20·82		
Frankston to Cemetery	50	0·75		
Hamilton to Coleraine	40	23·00		
Heyfield to Bairnsdale	50	49·80		
Horsham to Natimuk	50	13·13		
Koroit to Belfast	50	12·58		
Koroit <i>viâ</i> Penshurst to Dunkeld	50	47·79		
Koroit to Warrnambool	50	10·63		
Kyneton to Redesdale	50	16·56		
Lillydale <i>viâ</i> Yarra Flats to Healesville	40	15·22		
Lubeck to Rupanyup	100	10·50		
Malden towards Laanecoorie	40	11·76		
Moe to Narraem	40	9·00		
Mount Moriac to the Forest (50lb. rails, 4-in. ballast, and half-round sleepers)	40	11·00		
Murchison to Rushworth	50	13·06		
Murt. a <i>viâ</i> Sheephills to Werracknabeal	70	31·25		
Myrtleford to Bright	50	18·47		
Numurkah to Cobram	100	18·50		
Numurkah to Nathalia	100	12·88		
Sale to Stratford	50	9·53		
Seardsdale to Lintons	40	8·25		
Shepparton to Dookie	70	13·85		
St. James to Yarrawonga	50	19·86		
Tatura <i>viâ</i> Tarrupta to Echuca	100	34·00		
Terang to Morthlake	66	12·94		
Wandong to Heathcote and Sandhurst	40	71·17		
Warragul towards Neerim	40	10·16		
Wodonga to Tallangatta	40	25·33		
Yaekandandah to Beechworth (no survey by this Dept. This is Mr. Stewart's estimate, prepared for Shire Council, with allowance for land, stations, &c.)	30	13·13		
Yea to Mansfield	40	50·96		
Total ... ..	...	902·67	£3,960 per mile ...	3,574,881
SUBURBAN LINES.—INCLUDING PERMANENT-WAY MATERIAL, BUT NOT ROLLING-STOCK.				
Alphington to Heidelberg	50	2·75		
Brighton to Pic-Nie Point	100	2·69		
Buraley to junction with line from Oakleigh to Alphington	50	6·20		
Outer Circle, from Oakleigh <i>viâ</i> Camberwell to a point on Alphington line, with two junctions at Camberwell	50	10·55		
Royal Park to Clifton Hill	50	2·38		
Total ... ..	...	24·57	£14,294 per mile ...	351,196
Permanent-way material provided for 625 miles.				
Add 10 per cent. sidings not provided—61 miles, at £714 per mile			£43,554	
Additional permanent way material required—277 miles, at £714 per mile			197,778	
Add 10 per cent. for sidings—27 miles, at £714 per mile			19,278	260,610
Junction Station, Alphington and Clifton Hill lines ... ..	...	...	20,000	4,186,687
New works recommended by Commissioners ... ..	...	...	1,056,500	
Cost permanent-way material to recoup No. 717 ... ..	...	...	125,000	
Cost permanent-way material to recoup revenue	50,000	
Rolling-stock	1,251,500
				161,813
				5,600,000

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STATEMENT C.

VICTORIAN RAILWAYS.

SCHEDULE OF WORKS required for Accommodation of Traffic on Existing Lines.

Particulars of Work.	Estimated Cost.	Why required.
	£	
Interlocking	20,000	The interlocking arrangements necessary in the interests of safety are far from complete. All busy stations and junctions should be protected by these appliances, and this vote is necessary to make fair progress during the year 1884-5.
Coal Gears, Melbourne ...	21,000	As long as the supply of coal for locomotive purposes can be maintained, we can rely upon a hand to mouth supply under the present system; but any dislocation of it, either by a strike amongst the colliers, or the irregular arrival of the ships, would be liable to close the railways for want of fuel, as we have only what is practically a from day-to-day's supply.
Bridge over Yarra at Cremorne ...	20,000	A considerable sum has already been spent in making independent lines for the various suburban services as far as South Yarra. The works already completed and being still carried out cannot be utilised to anything like their fullest advantage without this bridge, as there will still be the bottle-neck between Richmond and South Yarra. The suburban service is very onerous, trains following each other every three minutes, and there is every prospect that the traffic will go on increasing. At the present moment we are endeavouring to avoid one series of trains delaying the other, but the only real remedy is the completion of the work.
Melbourne Yard Alterations ...	15,000	This amount is required for various alterations in the Melbourne yard, either necessary for the safety or better accommodation of the traffic, and consistent with the future re-arrangement of the passenger-station accommodation. The Essendon lines require better access to the Spencer-street station. The low level sidings for timber traffic require expanding, while additional sidings for constantly growing traffic, alterations of engine roads in the interests of safety, and sundry other contingencies always arising in so large a yard will fully absorb the remainder of this sum.
Locomotive, Carriage, and Waggon Workshops, including Tools	225,000	The present arrangements for repairing the rolling-stock are altogether inadequate, and have not kept pace with the requirements of the service. The consequence is that justice is not done to the work, nor can it be with the present limited facilities. General workshops are required, and well-considered plans have been prepared. With the exception of a small quantity, the Department already possess land suitable both in shape and position for a site at Newport, and, as one of the most essential conditions of safety is that there should be proper facilities for maintaining the rolling-stock in good condition, the outlay cannot too strongly be recommended.
Additional Accommodation for Goods Traffic at Melbourne	100,000	As additional lines are made, increased accommodation will be wanted at Melbourne for the traffic, including additional sheds and sidings: the expenditure will be gradual, but provision should be made at this time for it.

STATEMENT C—*continued.*

Description of Work.	Estimated Cost.	Why Required.
	£	
Melbourne Engine Sheds ...	75,000	The provision for stabling the locomotive engines at Melbourne is altogether inadequate, the consequence is that the engines cannot be properly taken care of or attended to. It will be wise economy to provide the necessary accommodation.
Sheds for Storing Carriages at Principal Stations	50,000	No shelter accommodation for carriages has been provided on the Victorian Railways, the consequence is that the stock deteriorates too rapidly. It is false economy not to have proper shelter, and, looking some years in advance, this amount will be a fair provision.
Moiety of Cost, Murray Bridge, Albury	25,000	
Duplication North-Eastern Line, Essendon to Seymour	200,000	The traffic on this railway is very heavy, and at the busiest time of the year it can only be passed over the line with difficulty. There is every prospect of the traffic increasing year by year, and it is essential this widening should be carried out.
Duplication, Hawthorn to Camberwell	8,500	There is a large suburban service between Melbourne and Camberwell, and there is every appearance of its growing. The present line is inconveniently constructed, and it is difficult to get the trains through. The work is much wanted.
Falls Bridge, Raising Sandridge and St. Kilda Lines	140,000	Cost of constructing a bridge over the Yarra near the Falls Bridge, and raising the Sandridge Railway to admit of the enlargement of the Moray-street subway. A considerable portion of this expenditure is in the interest of the municipalities.
Viaduct, Flinders-street ...	73,000	To increase communication between the two stations, and to carry out obligations already incurred to abolish tramway.
Melbourne to Echuca, including £6,000 to complete North Melbourne Bridge	£9,200 ...	Of this amount, £6,000 is a commitment for bridge over line at North Melbourne. A sum of £18,000 was voted in November, 1883, towards this work, but the cost of the work will be £24,000. There is also a proposed outlay for Refreshment Rooms at either Castlemaine or Kyneton, which will be well laid out.
Carlsruhe to Daylesford ...	£250 ...	This small sum is necessary to protect works already constructed, but incompletely so through insufficiency of original estimate. It is no use putting up wooden buildings and leaving them to perish for want of paint.
Castlemaine to St. Arnaud	£200 ...	Same as preceding
Sandhurst to Inglewood	£550 ...	A very small expenditure to provide for the expansion of traffic on such a branch for one year.
Ballarat to Avoca ...	£1,350 ...	The principal item here is for Station at Maryborough. The balance is but a small amount for so great a length of line.
Footscray to Williamstown	£3,000 ...	There is a large suburban traffic on this line; the platforms require lengthening, and several other works are necessary to meet the requirements of the business.
Ballarat to Horsham ...	£11,700 ...	The principal expenditure is £3,000 to complete engine sheds at Geelong, and £4,000 for additional accommodation at Ballarat. The Geelong alteration will cost £5,000, £2,000 of which will be charged to Revenue. The Ballarat accommodation is much wanted, and we strongly recommend it. The Ararat Refreshment Rooms also require enlarging.
Geelong to Queenscliff and Colac	£950 ...	For a wood siding at South Geelong (£300), £500 of the remainder to make the cottages provided for staff decently habitable.
Warrenheip to Gordons	£1,600 ...	The principal portion of this expenditure is required for station accommodation and other works which are necessary.

STATEMENT C—*continued.*

Description of Work.		Estimated Cost.	Why Required.
		£	
Essendon Junction to Wodonga	£15,000	...	£1,000 for better Station at Newmarket; much needed. £5,000 for additional station room at Flemington. The race traffic is large, and the Department gets a large revenue from it. The proposed alterations will be of mutual advantage. £1,138 for a better Station at Essendon. A sum was voted on previous Estimates, but it was only towards the cost of such work. Without this further expenditure nothing can be done to advantage. £3,500 for additional Sidings at Seymour. Trains are made up at Seymour, and the heavy traffic of the North-Eastern lines will be advantaged by this accommodation. £1,800 for water supply; the present supply is insufficient for locomotives. £1,130 for completion of Domybrook and Beveridge widening. Insufficient provision in Act 776.
South Yarra to Sale ...	£6,500	...	£1,950 for Bridges over lines at Hawksburn, Toorak, and Caulfield. £2,700 for Goods Station at Toorak. Land has been already purchased, and accommodation should be provided at once, to enable facing points to wood siding at Hawksburn to be taken out.
Hobson's Bay Lines ...	£10,800	...	£1,000 for asphaltting platforms at various stations. £3,000 for Station at Sandridge. The accommodation here is very bad, and requires improving. £2,200 for Bridges at Suburban Stations not already provided. £3,550 for Station at Windsor. £1,250 was voted on last Estimates (Act 776), but it is insufficient, and the station is much wanted. £1,200 for land at Brighton, necessary to enable the remaining land of the Department to be utilized. £500 for a Lamp-room at Flinders-street, the present arrangement being very dangerous.
To meet urgent contingencies	£20,000	...	This is as small an amount as can be done with to meet urgent cases during current year upon so large a system, there being 1,700 miles of railway now open for traffic.
Block System ...	£2,900	...	This is wanted on Essendon, Mangalore, Ballarat, Elphinstone, and Castlemaine lines.
		84,000	
		1,056,500	

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