

1926.

VICTORIA.

REPORT

FROM

THE PARLIAMENTARY STANDING COMMITTEE
ON RAILWAYS

ON THE PROPOSED

CASTERTON TO NANGEELA RAILWAY;

TOGETHER WITH

BOOK OF REFERENCE, PLAN, AND MAP.

Ordered by the Legislative Assembly to be printed, 16th December, 1926

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RAILWAYS STANDING COMMITTEE REPORT NO. 13.—[6D.]—18799.

EXTRACTED FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

FRIDAY, 17TH DECEMBER, 1926.

68. CASTERTON TO NANGEELA RAILWAY.—Motion made, by leave, in accordance with the requirements of the Railways Standing Committee Acts, and question—That the construction of a 5-ft. 3-in. gauge railway from Casterton to Nangeela be referred to the Parliamentary Standing Committee on Railways for consideration and report (*Mr. Allan*)—put and agreed to.

MEMBERS OF THE PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS.

(*Fifteenth Committee.*)

A. E. LIND, Esq., M.L.A., Chairman.*

THE HON. A. E. CHANDLER, M.L.C., Vice-Chairman.†

The Hon. A. Bell, M.L.C.
J. D. Deany, Esq., M.L.A.

R. H. Solly, Esq., M.L.A.
The Hon. G. C. Webber, M.L.A.

* Mr. A. E. Lind, M.L.A., was appointed Chairman on 3rd August, 1926, in succession to Mr. J. D. Deany, M.L.A., whose term of office expired on that date.

† The Hon. A. E. Chandler, M.L.C., was appointed Vice-Chairman on 3rd August, 1926.

APPROXIMATE COST OF REPORT.

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REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS, to which the Legislative Assembly referred the question of constructing a 5-ft. 3-in. gauge railway from Casterton to Nangeela, has the honour to report as follows :—

PREVIOUS REPORT OF THE COMMITTEE.

1. On the 30th June last the Committee reported to the Legislative Assembly on the Preliminary or "General" Inquiry into a proposal to connect the district lying between Casterton, Chetwynd and the South Australian border with the existing railway system by means of a 5-ft. 3-in. gauge railway. That report contained a description of the district, its timber and other resources, information regarding routes and estimated costs, together with estimated annual charges and revenue, and the views of the Committee. In its recommendation the Committee stated—

"The Committee for the foregoing reason recommends that it is expedient to construct a railway on the 5-ft. 3-in. gauge from Casterton via Dunrobin to a 10-mile point at Nangeela, running practically parallel with the Dergholm-road, and terminating at or about Block No. C.7 on the Nangeela Parish Plan, at an estimated cost of £77,000, of which £60,000 should be charged to Capital Account, and £17,000 to the Developmental Railways Account."

PROPOSED ALTERATION OF TERMINAL POINT.

2. Since the date of the Committee's previous Report, close survey work has disclosed the fact that the extension as previously recommended would necessitate $10\frac{1}{2}$ miles of construction to a suitable terminal station site, and the provision at that point of a new approach road 2 miles in length, by reason of the steep gradients on existing roads. The Committee was consulted in the matter by the Chief Engineer for Railway Construction, Mr. C. H. Perrin, and it expressed the opinion that the most convenient location for the terminal station would therefore be at about 8 miles 73 chains from Casterton. The end of the station yard will be about 9 miles 6 chains from Casterton under this proposal, and the estimated constructional cost £68,800 instead of £77,000, as originally recommended. There will be one roadside station at Dunrobin.

DETAILS OF CONSTRUCTIONAL COST.

3. The line will have a ruling grade of 1 in 40, with the sharpest curve of 15 chains radius. Based on a wage rate of 14s. 6d. per day for labourers, the cost will be made up as under, viz. :—

	£
Land transfer	300
Clearing	400
Fencing, gates, &c.	2,650
Earthworks	18,800
Bridges and culverts.. .. .	5,600
Tunnels	Nil.
Permanent way	18,500
Ballast	8,700
Sleepers	5,450
Stations	2,400
Signals	950
Telegraph	950
Other expenditure	4,100
	£68,800

4. The earthworks are heavy, averaging about 14,500 cubic yards per mile, and there will be 670 lineal feet of bridging required. The ballast and sleepers will be obtained locally. Steel rails weighing 60 lb. to the lineal yard will be used in the construction of the line.

REVISED ESTIMATES OF ANNUAL CHARGES AND REVENUE.

5. Consequent upon the slight shortening of the line and the reduction in capital cost, amended estimates were supplied by the Railways Commissioners as under, viz. :—

<i>Annual Charges.</i>				£
Interest charge at $5\frac{1}{4}$ per cent. on £68,800, being cost of construction, plus				
£1,869 for rolling stock, or a total of £70,669	..	..	..	3,710
Working Expenses, Rolling Stock Branch	..	..	..	843
" " Transportation and Traffic Branches	..	..	..	662
" " Way and Works Branch	..	..	..	1,260
General Expenses, (Administration, &c.)	..	..	..	38
				6,513
<i>Annual Revenue.</i>				£
From new line portion only, Passengers	..	..	..	131
" " " Goods	..	..	..	471
" " " Live Stock	..	..	..	30
Revenue from carriage over other lines, less 60 per cent. for operating expenses	..	..	..	2,447
				3,079
Estimated loss first year of operation	..	..	..	£3,434

VIEWS OF COMMITTEE.

6. The slight reduction in the mileage of construction has improved the prospects for the line by lessening the capital cost, and the estimated annual loss. Under the previous proposal, the loss on the Railways Commissioners' estimates was £4,187, but as the Committee recommended that £17,000 of the capital cost should be charged to the Developmental Railways Account, lessening the interest bill by £892, the loss would have been reduced from £4,187 to £3,295.

7. Under the revised construction cost of £68,800, plus £1,869 for rolling-stock, the Committee is recommending that £15,000 be charged to the Developmental Railways Account, which will have the effect of reducing the estimated loss for the first year's operation by £787 10s., i.e., from £3,434 to £2,646 10s.

RECOMMENDATION OF THE COMMITTEE.

8. The Committee reaffirms its previous decision that it is expedient to construct a railway on the 5-ft. 3-in. gauge from Casterton via Dunrobin to Nangeela, but instead of terminating at the proposed 10-mile point the line should have its terminal station at about 8 miles 73 chains, or a total construction distance of approximately 9 miles 6 chains to the end of the line, which will be at or about Block 10, parish of Nangeela. The estimated cost of the line is £68,800, of which £53,800 should, in the opinion of the Committee, be charged to Capital Account, and £15,000 to the Developmental Railways Account.

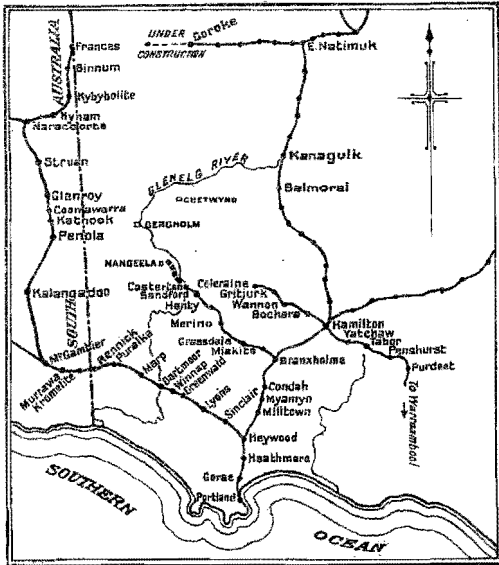
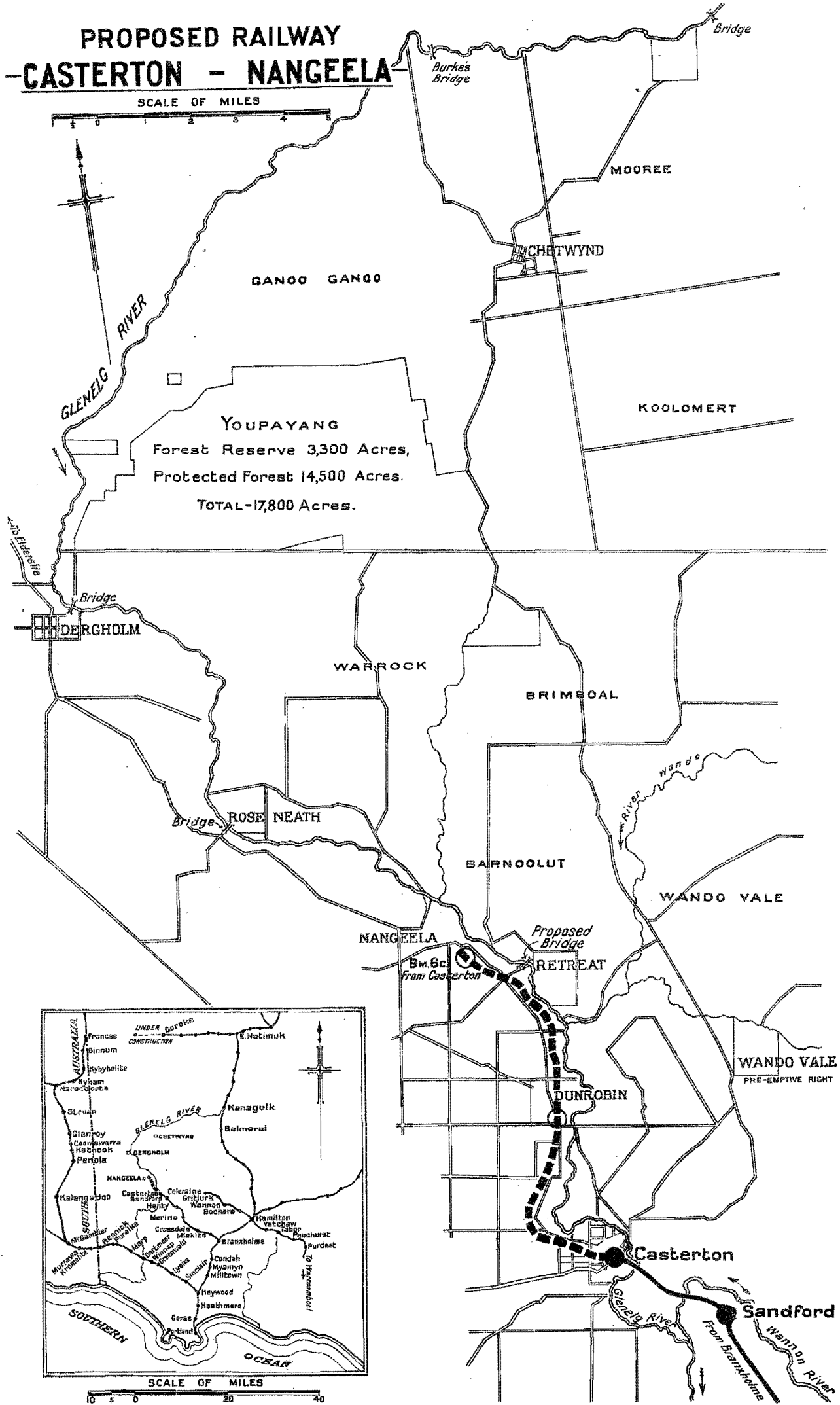
A. E. LIND,
Chairman.

Railways Standing Committee Room,
State Parliament House,
Melbourne, 16th December, 1926.

(Minutes of Evidence are not printed.)

PROPOSED RAILWAY -CASTERTON - NANGEELA-

SCALE OF MILES



SCALE OF MILES